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A National Newspaper for Every Branch of the Industry

Automotive Daily News

PASSENGER TRUCK TIRES TRACTOR ACCESSORIES

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CRUDE RUBBER IMPORTS GAIN IN SEPTEMBER

Total at 38,132 Tons Is 11,061 Jump Over Year Ago

NEW YORK, Oct. 16.—Importations of crude rubber into the United States during September totaled 38,132 tons, a gain more than the same month a year ago of 11,061 tons, according to the figures of the Rubber Association of America, Inc.

For the nine months ending September 30 the crude rubber importations totaled 369,838 tons, representing a gain over the same period of last year of 35,478 tons. The figures in the association's report are for long tons, estimated net weight.

Plantations, as the source of

(Continued on Page 4)

Dodge Picks Chiefs for Export And Used Car Sales

Detroit, Oct. 16.—J. R. Lee, general sales manager of Dodge Brothers, Inc., announces two new appointments in the sales staff of the company.

D. T. Stanton is made director of export sales, succeeding Percy Owen, who resigned several months ago. J. W. Hutchins is made director of used car sales, succeeding the late H. Schiappacasse. Both men are long time Dodge employees.

Mr. Stanton was formerly district representative for Dodge Brothers. At Columbus, and before that at Greensboro N. C. Earlier still, he was assistant director of service, and since 1915 he has been familiar with every Dodge district in the country.

Mr. Hutchins was formerly assistant to the director of used car sales.

AT THE GENERAL MOTORS SHOW. The photo below gives a glimpse of the big exhibition of motor cars staged last week in the General Motors Building in Detroit.

360,234 G. M. SALES IN RECORD 3 MONTHS

Net Profits for Third Quarter Estimated At $54,500,000

NEW YORK, Oct. 16.—General Motors Corporation in September established a new record in sales, with a total of 138,360 cars and trucks, compared with 134,231 in August, the previous record month, and with 89,018 in September, 1925.

A. P. Sloan, Jr. President

For the third quarter, total sales were 360,234 vehicles against 355,101 in the second quarter this year, the previous record, and against 222,838 in third quarter of last year.

Assuming the same profit per car for the third

(Continued on Page 2)

VANE RAPS PLAN TO USE GAS TAX FOR ADVERTISING

St. Louis, Oct. 16.—A scheme which would divert one cent of the tax paid on each gallon of gasoline sold in Florida for the purpose of building up a fund for advertising that state is vigorously opposed by C. A. Vane, general manager of the National Automobile Dealers' Association, in a letter to promoters of the plan.

C. A. Vane

It is proposed that Florida take one of the four cents paid in gasoline taxes for the advertising fund, and the argument is that persons who will be attracted to Florida by the advertising will make up the diverted taxation by their gas purchases.

Mr. Vane in his letter in reply

(Continued on Page 2)

Peak Forces Running Auto And Tire Plants at Capacity

By FRANCIS P. DAILY
A. D. N. Washington Correspondent

Washington, Oct. 16.—Continued prosperity in the automobile and tire industry, with no indications of slackening, are further reflected in increased employment conditions, as revealed today in a survey for September by the United States Employment Service of the Department of Labor. Automobile factories are running to capacity, the report states, with full forces employed, and in a few localities a shortage of skilled automobile workers was reported.

Francis P. Daily

Generally employment conditions are satisfactory in Michigan and slightly improved over last month. Automobile production is reported well above this same season of previous years and shows no sign of slackening.

In the Detroit industrial district all skilled workers are able to obtain employment, with conditions about normal. In Grand Rapids all plants are running on full time schedules and automobile spring and bumper plants are operating overtime. Automobile fac-

(Continued on Page 4)

Hudson Motors Cuts Closed Models $100

Detroit, Oct. 16.—A reduction of $100 on all closed models of Hudson and Essex cars is announced by the Hudson Motor Car Company, effective immediately. Officials of the company point out that the new prices are the most favorable at which these lines have ever been offered to the public. Old and new prices are as follows:

	New	Old
Hudson Coach	$1,095	$1,195
Essex Coach	695	795
Hudson Coach Special	1,150	1,250
Hudson Brougham	1,395	1,495
Hudson 7 Sedan	1,495	1,595

RIM OUTPUT SOARS AS CAR FACTORIES CONTINUE DEMANDS

September Production Tops That of Corresponding Month in 1925 by 10 Per Cent.; Balloons Reach New High Mark

CLEVELAND, Oct. 16.—The continued high production records of American automobile plants are reflected in the September rim report issued here today by the Tire and Rim Association of America. Rim manufacturers continue to be pressed by demands from the car makers.

September production of 2,365,518 topped the production record for September, 1925, of 2,064,275 by nearly 10 per cent. At the same time, the production total for the year continued to top 1925 production, the totals being: 1926, 20,054,248; 1925, 19,641,984.

Balloon rim production for the

(Continued on Page 2)

Velie Motors Cuts Styleader Price $100

Moline, Ill., Oct. 16.—Velie Motors Corporation announces a change in price on the Velie Styleader from $2,150 to $2,050 f. o. b. Moline.

Cord Buys Ansted and Lexington Motor Plants

Indianapolis, Oct. 16.—Negotiations have been completed, it became known here today, for the purchase of the Lexington Motor Corporation of Connersville, Ind., and the Ansted Engineering Company, together with all the property and buildings of both concerns by E. L. Cord, president of Auburn Automobile Co., Inc., of Auburn, Ind., and Duesenberg, Inc., of Indianapolis.

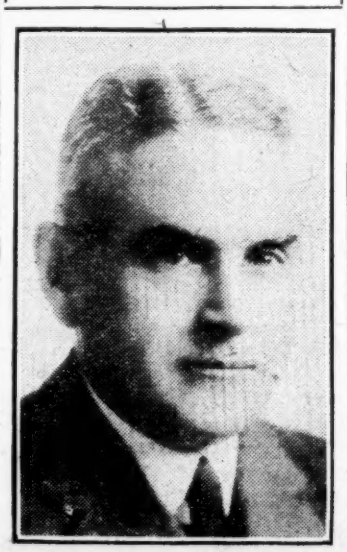
E. L. Cord

The Lexington and Ansted plants, which were owned by the same corporation, have been operating through a receivership for several years. The sale is the result of a court order, to provide payment of Federal, state and county taxes long overdue.

Mr. Cord, it is understood, will start a branch factory for the production of Auburns in the new location in the future.

Auburn bodies have been made in Connersville by a large body corporation there ever since the Auburn motor car came into existence.

H. H. BASSETT, president of the Buick Motor Car Company, who is ill with pneumonia in Paris. A. P. Sloan, Jr., president of General Motors, who is with Mr. Bassett, has notified officials of the corporation that Mr. Bassett's condition is not alarming. Mrs. Bassett sailed for Paris today.



PACKARD CLEVELAND CO. PLANS $350,000 BUILDING

Cleveland, Oct. 16.—A building of monumental type, representing an investment of more than $500,000, for the occupancy of the Packard Cleveland Motor Company, is to be built here by the Packard Motor Company of Detroit, at Carnegie Avenue and East 93d Street, heart of Cleveland's new Carnegie Avenue automobile row. The announcement was made here yesterday by representatives of Alvan Macauley, president of the Packard Motor Car Company.

Alvan Macauley

The building, which will cost $350,000, will be of artistic design, two stories in front and one story in the rear, and will be devoted to both sales and service, replacing the present quarters at 6545 Carnegie Ave. J. C. Trace is general manager of the Cleveland branch, C. M. Fiske is sales manager, and G. K. Peets is service manager.

G. M. SALES BREAK PREVIOUS RECORDS

Net Profits for Third Quarter Estimated At $54,500,000

(Continued from Page One)

quarter as was realized in the second quarter, and including the same proportion of undistributed equities from subsidiaries, it is estimated that net profits for the third quarter approximated $54,500,000, equal after preferred dividends to between $6 and $6.10 a share on the 8,700,000 shares of common stock.

This would compare with $28,647,896 earned in the corresponding quarter of 1925, equivalent to $3.70 a share on 7,742,400 shares of common, which is comparable to present outstanding common by giving effect to the 50 per cent. stock dividend declared September, 1926, on the then outstanding 5,161,600 shares of common, but excludes the General Motors stock issued for the 40 per cent. minority interest in earnings of Fisher Body, acquired through exchange of stock as of June 30, 1926.

Earnings, including equities, for the first nine months of this year are estimated at around $148,000,000, which after preferred dividends leaves $142,000,000 or $17.60 a share for the common, calculated on the basis of earnings applicable to 7,742,400 shares in the first six months and 8,700,000 shares in the third quarter.

The difference of 957,600 shares used in this calculation represents stock issued June 30, 1926, for the 40 per cent. minority interest in Fisher Body, earnings of which were not reflected in the income account prior to that date. **In the first nine months of 1925, earnings for the common were $75,191,224, or $9.72 a share on 7,742,400 shares and for the full 1925 year, profits amounted to $108,376,286, or $14 on the same number of shares.**

For the first nine months, General Motors' sales to dealers were 996,321 vehicles, against 612,047 in the corresponding period of 1925, a gain of more than 62 per cent. Retail sales of 962,295 compared with 624,389 in the corresponding period last year.

The following table shows sales by divisions to dealers by months:—

	1926	1925	1924
January	76,332	30,642	61,398
February	91,313	49,146	78,668
March	113,341	75,527	75,484
April	122,742	85,583	58,600
May	120,979	77,223	45,965
June	111,380	71,088	32,984
July	87,643	57,358	40,563
August	134,231	76,462	48,614
September	138,360	89,018	51,955
October	.....	96,634	49,552
November	.....	73,374	23,631
December	.....	54,117	19,927
Total	996,321	835,902	587,341

	1926	1925	1924
January	53,698	25,593	33,574
February	64,971	39,579	50,007
March	106,051	70,594	57,205
April	136,643	97,242	89,583
May	141,651	87,488	84,715
June	117,176	75,864	65,224
July	101,576	65,872	60,836
August	122,305	78,638	54,842
September	118,224	83,519	48,565
October	.....	86,281	46,003
November	.....	60,257	33,095
December	.....	56,129	33,919
Total	962,295	827,056	657,568

These figures include passenger cars and trucks sold in the United States, Dominion of Canada and overseas by the Chevrolet, Pontiac, Oldsmobile, Oakland, Buick and Cadillac manufacturing divisions of General Motors.

ERIE COUNTY SALES LEAVE 1925 BEHIND

Buffalo, Oct. 16.—New car sales for Erie county for the first nine months of 1926 as compared with the same sales for the same period in 1925 show an increase of 21 per cent., Carlton C. Proctor, executive secretary of the Buffalo Automobile Dealers Association, announced. Figures show that 20,218 **new cars have been delivered during the first nine months of 1926 as against 16,705 for the first nine months of 1925.**

SPARKS from DETROIT

By

General Motors Shows Goods
* * *
Master Salesmen
* * *
Wayne County Roads
* * *
Ambitious Towns

Walter Boynton—Detroit Editor

ALMOST everybody has been going to the shows this week. Headed by the General Motors exhibit, which attracts crowds every day, Detroiters had abundant opportunity to look a number of cars over. Coincidentally the Cadillac Motor Car Company held a salon, besides its regular showing at the branch; Chevrolet put up some decorations at its corner of the building and so did Cadillac at the other end. Oakland and Pontiac were likewise shown to advantage in the main floor showrooms of the Richards-Oakland Company, about as active dealers as you are likely to find anywhere. In the Oldsmobile main floor space and at the Oldsmobile branch, the line was on view and no man can complain that he was lacking in opportunity to look at cars under unusuallly attractive conditions.

Chrysler cars were seen in the regular Fall Show, at which the new "70" came in for its due share of attention. It is a handsome car, and looks perfectly fit.

Campbell-Ewald held a most successful "open house" during the week. One of the most interesting features of the occasion was the buffet lunch served at noon. This was crowded every day, except one, when the rumor got abroad that some of the "Follies" girls were, for once, eating lunch in the General Motors cafeteria. As between a feast for the eyes and food for the inner man, the girls won out, and the cafeteria did a thriving business.

* * *

WASN'T it Leonidas who was asked where the walls of Sparta were and pointed out the army, saying: "Behold the walls of Sparta, and every man a brick." Something of this philosophy is in the mind of C. A. Weinman, who directs sales effort for Willys-Overland in Detroit.

"With fourteen men," says Mr. Weinman," we appraised 227 cars at the Canfield and Woodward branch, of which sixty-four were Willys-Knights and Overlands. Sixty-four per cent. of all cars appraised were 1924, 1925 and 1926 productions. We wrote 144 orders and delivered 126 cars. This is far above the average and the reason for it is the experience of our sales force. Every man on it is a trained, experienced salesman, who knows every phase of the automobile business. It would be ridiculous to have thirty-five or forty men, and deliver 126 cars. We pick the men and give them an opportunity to make money. I am all in favor of a limited number of master salesmen."

* * *

THE board of county road commissioners reports that 60 per cent. of the work in Wayne county is completed, so far as the superhighway system connecting Wayne, Oakland and Macomb counties is concerned. The whole undertaking embraces 225 miles of roadway, 204 feet wide.

A city portion of this system is included in the stretch of Woodward Avenue, Detroit, from Grand Circus Park to the southerly limits of Highland Park. After having been talked about for fifty years, work is actually in progess and should be completed by 1930.

"Greater Woodward," from Highland Park to Pontiac, will be practically completed by late fall, it is announced.

* * *

Nothing less than 100,000 population will satisfy the young new cities adjacent to Detroit. By 1930, Pontiac says she will have that many, and now comes Fordson, a lusty young community, with the statement that 100,000 by 1930 is a certainty for her.

* * *

O. T. Kreusser, who spoke before members of the Detroit Engineering Society Friday night, is director of the General Motors Proving Ground near Milford, Mich., and is in charge of tests. "Pop," as he is affectionately known because of a seriousness that is always with him, was formerly chairman of the New Devices Committee of the General Motors Research Corporation at Dayton. When the Proving Ground was established, "Pop" was drafted and has since had full charge. He told the engineers how cars are tested and illustrated his talk with some interesting films and slides.

* * *

C. F. Griemsman, vice-president and director of sales, and Allan A. Floyd, sales manager, are in charge of the recently opened sales office of the Sheldon Axle and Spring Company of Wilkes-Barre, Pa., which is in the General Motors building.

Rim Production Soars As Demand Continues

(Continued from Page One)

first time jumped to more than 80 per cent. of the total, the percentage for September being 80.7, as against 66.5 per cent. a year ago.

The largest production was of 28x3½ balloon rims, production for September being 1,023,683, or 43.8 per cent. of the total, as compared with 541,467, or 24.9 per cent. of the total, a year ago. Production in other sizes included:—

	Sept., 1926.	Sept., 1925.
28x4 balloon	270,834	208,831
29x4 balloon	240,693	181,587
30x4½ balloon	231,519	223,738
30x3½ clincher	183,859	350,103
31x5 balloon	42,669	51,243
32x4½ high pressure	32,550	73,797
Truck:		
30x5	117,464	122,169
32x6	21,683	16,631
34x7	12,208	3,886

The production totals for the year in the various sizes were:—

	1925 to Date.	1926 to Date.
28x3½ balloon	8,348,898	5,933,786
30x3½ clincher	2,233,980	3,721,104
28x4 balloon	3,215,545	2,398,346
29x4 balloon	1,661,753	1,245,927
30x4½ balloon	1,417,103	1,254,592
30x5 balloon	220,161	294,340
31x5 balloon	360,126	397,198
32x4½ high pressure.	343,860	501,405
Truck:		
30x5	705,511	681,302
32x6	162,757	115,386
34x7	47,257	20,493

Production totals for the month showed that 80.7 per cent. were balloons, 8.1 per cent. clinchers, 3.8 per cent. high pressure, 6.5 per cent. 20-inch truck; 0.5 per cent. motorcycle and 0.4 per cent. 24-inch truck rims.

INDIA NEEDS ROADS TO ACCOMMODATE BUSES

New York, Oct. 16.—Great areas in India, lying between existing railroads are badly in need of roads to accommodate the demand for motor bus transportation, according to Walton Schmidt, representative of the National Automobile Chamber of Commerce, who is on a trip in the Far East.

"To bring good roads to the fore in general public interest, motor traders, tire and petrol interests of Calcutta and Bombay have formed an organization known as Indian Industries and Road Development Fund," Mr. Schmidt reports.

McCONNELL ARRIVES IN U. S.

New York, Oct. 16.—Thomas McConnell, managing director in South America for General Motors Corporation, arrived this week on a business trip. He reports that business in his territory is good, but that competition from Europe is lively.

Partridge Joins Goodyear Tire Co.

Akron, O., Oct. 16.—A. G. Partridge, former vice-president and sales manager of the Firestone Company, and a well-known figure in the rubber industry, has joined the Goodyear organization. His duties at Goodyear have not been defined, but he will be attached for the present to the staff of the sales manager.

A. G. Partridge

Mr. Partridge entered the rubber industry with the old Diamond Rubber Company in 1899 and joined Firestone in 1905, when that company first engaged in the manufacure of pneumatic tires.

His success in building up pneumatic tire sales led to his taking on more important responsibilities later. After leaving Firestone, in 1921, Mr. Partridge spent some time with the Goodrich company and later conducted real estate operations in Florida.

RASKOB ON COMMITTEE TO STUDY BANKING AND CREDIT THROUGHOUT U. S

New York, Oct. 16.—John J. Raskob, vice-president of E. I. du Pont de Nemours Company, and an official of the General Motors Corporation, has been placed on the executive committee appointed by the Chamber of Commerce of the United States to study the banking and credit machinery of the country.

J. J. Raskob

The main object of the study is to determine what features, not alone of the operations of the Federal Reserve System, but also of other parts of the nation's credit structure, are of an emergency nature, and what features are of enduring value, with the view of securing permanency of indispensable functions.

Labor, agriculture and business will be represented in the personnel of the five committees which make the study.

Plan to Divert Part of Florida's Gas Tax for Advertising Opposed by Vane

(Continued from Page One)

to one addressed to him has the following to say:—

"Please be advised that the National Automobile Dealers' Association is unequivocally opposed to any such taxation scheme as you have suggested, that we are today advising the Jacksonville Automobile Dealers' Association and other dealer associations in the state of Florida of our opposition to your proposal, and that we shall expect them to vigorously oppose the adoption of you program in Florida and its extension in any other state of the Union.

"If the state of Florida wants to build a fund for the advertising of Florida resources, it is our opinion that such a fund should be developed by a general scheme of taxation and not by the selection of the automobile industry as the carrier of the burden.

"You are attempting to establish a principle in taxation which, if carried to its logical conclusion, would ultimately result in the wrecking of this business, or any other business which for the moment happened to appeal to the choice of the law makers as being a fit subject for such special taxation.

"We are in no manner opposed to a gasoline tax where that tax is employed in the building of highways, if such highways cannot be built by the ordinary process of taxation, but to concede that special taxes on motor vehicles should be employed in state-wide advertising is to admit that the automobile industry should be selected for taxes for any and all purposes that any and all lawmakers might wish to impose upon it for any and all purposes.

"As a national dealer body, we are unalterably opposed to any such principle of taxation, and we shall see to it that the automobile dealers of Florida are warned against support of any such proposal as you are submitting."

ADVERTISEMENT

Every 2¼ seconds, somewhere in the world, some one buys a Dunlop Tire.

PITTSBURGH USED CAR SHOW DATED

Company Formed for Exhibit Opening October 23

Pittsburgh, Oct. 16.—Something entirely new in local automotive circles is promised in the announcement made yesterday of the formation of the Used Car Automobile Show Company and the opening of Pittsburgh's first used car show in Motor Square Garden from October 23 to 30.

The new company is composed of local automobile men, and the show will be under the personal direction of Fred McCarthy. Over 100 cars, it is expected, will be displayed, together with exhibits of many local automobile accessory firms.

It is expected that the Used Automobile Show will become an institution in Pittsburgh and will go far to promote a better understanding between the buyer and seller of used cars. The average buyer of a used automobile relies entirely on the statements of the dealer as to its condition and worth, it is pointed out. He buys "as is."

The dealer, on the other hand, is sincere in his belief of the car's fitness, but there are frequently mechanical defects that will only become apparent with use, in which case the buyer feels that the car has been misrepresented, whereas a careful check at the time of purchase, a few dollars intelligently spent on replacement or repairs, would put the car in excellent shape and promote better feeling all around.

Demonstrations on how to replace worn parts, loose connecting rods, how to check for rear-end trouble, and other mechanical defects will be a feature of the exposition.

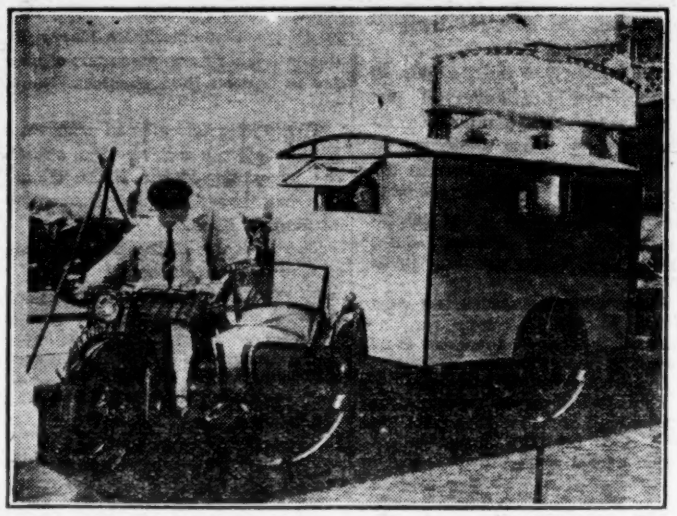
ELCAR CO. MAKES HAND-BUILT BODIES

Elkhart, Ind., Oct. 16.—At a recent meeting with several Elcar distributors, F. B. Sears, president of the Elcar Motor Company, brought out one or two interesting facts in connection with Elcar bodies.

F. B. Sears

"Elcar bodies are Elcar made," he said. "In fact, Elcar is one of the very few automobile manufacturers in this country who own and operate their own body plants. It is natural that Elcar should be one of these few manufacturers, because the original product of the Elcar factory was fine carriages and coaches, the building of which began way back in 1873. Another quite important feature of Elcar-built bodies is that they are very largely hand-built.

MOTORCYCLE CARAVAN. Below is shown the Rudge-Whitworth motorcycle caravan, which is to be exhibited at the Olympia, London, opening on October 21.



New Dealers

STAR

New York, Oct. 16.—The following automobile merchants have recently taken over the sale of Star cars:—

Service Garage, Campbell, Cal.; Oliver Gullett, El Centro, Cal.; White Front Garage and Service Station, Pascadero, Cal.; Ruddell & Varner, Saratoga, Cal.; Meyer & Son, Genesee, Ida.; Quaker City Motor Company, Richmond, Ind.; E. O. Potter Company, Carroll, Ia.; E. G. Arneson, Joice, Ia.; Henness Motor Company, Libertyville, Ia.; L. F. Argyle Garage, Linn Grove, Ia.; Mark & Podpechen, Arma, Kan.; F. C. Ochler, Caney, Kan.; Jaqueth & Loucke, Galena, Kan.; Mangus & Son, Kenorado, Kan.; Motor Sales Company, Manhattan, Kan.; Star Garage, Oswego, Kan.; Price Brothers, St. Francis, Kan.; H. L. Jaqueth & Co., Treece, Kan.

Edwards Motor Car Company, Dorchester, Mass.; Orchard Garage, Indian Orchard, Mass.; Nelson Garage, Marblehead, Mass.; Winslow Garage, Norwood, Mass.; Jones Motors, Quincy, Mass.; Cy Peerless Garage, Springfield, Mass.; Valley Auto Company, Bay City, Mich.; Glen W. Berk, Blissfield, Mich.; Ramsey Motor Service Company, Ramsey, Mich.; L. T. L. Manufacturing Company, St. Louis, Mich.; Mountain Lake Oil and Garage Corporation, Mountain Lake, Minn.; Sonnen Motor Company, New Munich, Minn.; Myers Motor Company, Magee, Miss.; Smith Motor Company, New Albany, Miss.; Carthage Star Motor Company, Carthage, Mo.; Elliott Lumber and Hardware Company, Parkville, Mo.; Valley Motor Company, Harlem, Mont.

City Garage, Bridgeport, Neb.; Gaston Motor Company, Gordon, Neb.; Middle Valley Garage, Middle Valley, N. J.; Fred Huninghaus, Huntington, L. I., N. Y.; Smith Garage, Jeffersonville, O.; Salzman Brothers, Springdale, Ore.

Special Issues

From time to time, special issues of The Automotive Daily News will be published in connection with various trade activities. These special issues will have even more than the usual editorial appeal, with the most comprehensive distribution in the particular field covered. Forthcoming special issues are as follows:—

Automotive Equipment Association convention and show in Chicago, November 8-13.

National Standard Parts Association convention and show in Chicago, November 15-19.

New York Automobile Show, January 8-15, 1927.

Chicago Automobile Show, January 29-February 5, 1927.

Boston Automobile Show, March 5-12, 1927.

Cadillac Progress Seen In Anniversary Salon

Special from A. D. N., Detroit Bureau

Detroit, Oct. 16.—The nationwide eight-day salon, held in 900 cities throughout the United States and marking the entrance of the Cadillac Motor Car Company into its twenty-fifth year of manufacture, closes tonight. With the fifty body types and styles now included in the company's manufacturing program shown by the distributing organizations throughout the country, the salon is said to have been the most complete and extensive exhibition ever held by an individual automobile manufacturer.

It was in June of 1902 that a group of Detroit business men organized the Cadillac Automobile Company and produced in September of that year its first unit—a model "A" one-cylinder car—embodying all of the latest automotive developments of the day.

A four-cylinder was introduced in 1905 and in 1908 a sensation was created in automobile circles by the announcement of a Cadillac thirty to be sold at $1,400, a hitherto unheard of low price for a car of its grade, size and power. In the same year Cadillac was awarded the Dewar trophy by the Royal Automobile Club of England for the establishment and maintenance of a policy of complete standardization.

The forerunner and basis of the present Cadillac was put upon the market in 1914, with the production of the first V-type, ninety-degree eight-cylinder car in America. The V-63, presented in 1922, was a further improvement upon this same V-8 principle. The engine was inherently balanced, its compensated crankshaft eliminating vibration and solving a problem which for years had baffled automotive engineers.

The new 90-degree eight-cylinder Cadillac was presented in August, 1925. During the next twelve months the company's sales showed an 87.5 per cent. increase over the sales for the preceding year. Four months later an epochal milestone in the company's history was passed by the production of the 200,000th V-type, 90-degree, eight-cylinder motor car. This number was equal to the combined production for the same period of all other cars in the Cadillac price range and above.

With the announcement this fall of fifty distinctive body types and a choice of 500 color and upholstery combinations, added improvements and refinements, the company has prepared to meet the growing demand for individualized coachwork, and has embarked upon a manufacturing program the extent of which has never before been attempted by any automobile manufacturer.

HUPP DISTRIBUTOR NAMES NEW DEALER

Harrisburg, Pa., Oct. 16.—Recent additions to the list of companies handling the Hupmobile line in this territory are announced by the M. Brenner & Sons Motor Co., Hupmobile distributor here.

They include F. E. Bucher of Sunbury, former Nash dealer; John W. Kratzer & Sons, of Milroy, former Chrysler distributors; a corporation of considerable size representing a number of business men for the city of Shamokin, formed and operating under the name of the Beadle Motor Car Co., Inc.; and H. B. Slaughenhaup of Chambersburg, who handled the Hudson-Essex for the past ten years.

Sales of 1927 Buick at 57,100 Set New Peak for Two Months' Period

Flint, Mich., Oct. 16.—The 1927 Buick in its first two months on the market has broken all sales records of former Buick models for the same period. Since August 1, when the new Buick was introduced, 57,100 have been delivered to owners.

E. T. Strong

According to E. T. Strong, Buick general sales manager, this delivery mark breaks that of any previous model for a similar period by more than 17,000 cars. The 1926 Buick held the former high record with 40,067 deliveries during its first sixty days on the market. It finished the year ended July 31, 1926, with a grand twelve months' total of 240,424 deliveries.

According to George C. Conn, director of traffic of the Buick Motor Company, a new traffic record was made by his company in the months of August and September.

During this period, the first two months after the introduction of the 1927 Buick models, Buick shipped 16,362 carloads and received 9,064 carloads, making a total of 25,426 carloads of freight to move through the plant in sixty days. The record for the same period last year was 17,168 carloads.

"The wide distribution of Buick output is shown by the fact that, in September, the outbound business moved over 162 different railroads," Mr. Conn said.

for Economical Transportation

CHEVROLET

That Chevrolet is just as interested in Used Car sales as in new car deliveries is strikingly emphasized by the complete Used Car Sales Plan just released to Chevrolet dealers. This new plan will play a vital part in increasing Chevrolet dealer's Used Car sales and profits.

CHEVROLET MOTOR CO., DETROIT, MICH.
Division of General Motors Corporation

QUALITY AT LOW COST

Auto, Tire Plants Running at Peak

(Continued from Page One)

tories in Flint are calling for tool makers, tool designers and skilled tool workers. All automobile and accessory plants are operating overtime and expect to continue on this basis indefinitely.

A motor wheel corporation and a pressed steel company in Lansing are operating overtime. The volume of employment in Jackson has increased since August. A shortage of tool and die makers and machine tool assemblers exists. Some departments in Jackson automobile accessories factories are operating only forty hours a week, while all other plants are running full time.

Little unemployemnt exists in Wisconsin. There is a shortage of toolmakers in the automobile factories in Racine.

Rubber factories in Ohio are all operating with full forces. During the past few weeks nearly every major rubber company in the Akron district announced increased production.

Automobile factories in Indiana in most instances are running at capacity. There is a large demand for skilled workers in Indianapolis. Conditions are good in South Bend, while all plants are running in Kokomo.

In Pennsylvania, employment in the automobile industry continues at a fairly high level. The same trend is noted in New Jersey. The rubber tire industry is keeping full forces steadily employed. In the Newark district, a seasonal recession in operations in the automobile industry, however, is reported.

Production and employment in the automobile industry in New York continue at a fairly high rate, especially in Buffalo. Plants in Syracuse are increasing their forces, one large automobile manufacturer operating with a night force.

N. Y. TIRE DEALERS TO ATTEND CONVENTION

New York, Oct. 1[illegible].—Members of the New York Tire Dealers Association have chartered a special car on the Memphis special crack train on the Southern Railroad leaving New York on November 13 to attend the National Tire Dealers convention at Memphis.

Delegates include G. J. Burger, B. Bergen, J. Libien, J. Groth, W. Jude, L. Brown, G. Erlinger, A. C. Schwarz, L. Beller and H. Cogart. This delegation represents a combined purchasing unit of $5,000,000 of tires and tubes.

Rubber Imports Show Big Gains

(Continued from Page One)

heaviest imports, accordingly represent the greatest increase for the month. The total of imports was 36,030 tons, a gain of 11,253 over September of last year. Among the plantation shipments those from Singapore at 17,557 tons were far beyond the rest. Those ranking next in quantity shipments were: Colombo, 3,936 tons; Penang, 3,895 tons, and Belawan-Deli, 2,931 tons.

From various sources the waste rubber totaled 235 tons for September, Balata 42 tons and 1,075 tons of miscellaneous gums.

The following tables give the comparative figures of imports for September of this year and last year and for the nine months' period of both years:—

	September 1925	September 1926
Plantations	24,777	36,030
Paras	1,486	2,098
Africans	122	362
Central	500	416
Guayule	170	226
Manicoba and Matto Grosso	16	.....
	27,071	38,132

AKRON'S ANNUAL SHOW TO BE HELD FEBRUARY 5-12

Akron, O., Oct. 16.—The thirteenth annual automobile show will be held in this city from February 5 to 12, inclusive, according to an announcement by Harry E. Bennett, secretary-manager of the Akron Automobile Dealers Company.

The dealer association was very fortunate in being able to obtain the basement of the B. F. Goodrich warehouse again this year for its display floor.

The officers of the dealer association are as follows:—

F. E. Richardson, president; A. O. Wood, vice-president; L. B. Lyman, secretary, and F. E. McClure, treasurer. Bennett, the secretary-manager of the dealers, may be reached at 306 Buckeye Building.

Total importations nine months ending September 30:—

	1925	1926
Plantations	256,244	290,975
Paras	11,150	9,613
Africans	2,193	2,534
Central	2,231	3,761
Guayule	2,383	2,929
Manicoba and Matto Grosso	159	26
	274,360	309,838

Merchants Plan Final Golf Play

New York City, Oct. 16.—The Automobile Merchants' Association of New York will play its final golf tournament for the season at the Winged Foot Golf Club on Tuesday next. Seventy-five major prizes, valued at approximately $9,000, will be awarded in addition to the regular foursome prizes for the tournament itself.

Keen competition centers about the play for the President's Cup, donated by George Stowe. This cup will be awarded to the player having the lowest total net scores for the qualifying rounds of the entire seven games played during the summer. Further excitement is looked for in the play for the Lee J. Eastman Cup. This cup must be won three times by a player before it is his for keeps. Ten men are competing for this cup with a margin of but one and two strokes in their scores.

Among the special events will be a foursome between the nationally known professionals, Mike Brady, George Thompson, Jimmy Farrell, Fred Moore, Gene Sarazen, A. J. Anderson, Tom Kerrigan, Martin Sykes, and George McLean.

CURRENT PRICES OF PASSENGER CAR MODELS

AUBURN—4-cyl. 120 W. B.
4 Roadster ..$1,145|3 Coupe $1,175
5 Touring ... 1,145|5 Sedan 1,195

AUBURN—6-cyl. Model 66. 120 W. B.
5 Touring ...$1,395|3 Coupe $1,445
4 Roadster .. 1,395|5 Sedan 1,695
5 W. Sedan.. 1,745|5 Brougham . 1,495

AUBURN—8-cyl. 129 W. B.
5 Roadster ..$1,695|3 Coupe $1,745
5 Touring .... 1,695|5 Sedan 1,995
5 Brougham . 1,795|5 W. Sedan.. 2,045

BUICK—6-cyl. Series 115. 114½ W. B.
5 Touring ...$[illegible]|5 Sedan $1,195
2 Roadster ... 1,195|5 Sedan 1,295
4 Coupe .... 1,275|2 Coupe 1,195

BUICK—6-cyl. Series 120. 120 W. B.
5 Sedan .....$1,395|4 Coupe $1,465
5 Sedan ..... 1,495|

BUICK—6-cyl. Series 128. 128 W. B.
4 Roadster ..$1,495|7 Sedan $1,995
5 Spt. Touring 1,525|5 Broug. Sedan 1,925
5 Coupe ..... 1,850|4 C. Club..... 1,765

CADILLAC—Standard. 132 W. B.
5 Brougham ..$2,995|7 Sedan $3,350
5 Victoria ... 3,195|2 Spt. Coupe... 3,500
2 Coupe ..... 3,100|7 Imperial 3,535
5 Sedan ...... 3,250|Sport Sedan... 3,650

CADILLAC—8-cyl. Custom. 138 W. B.
Roadster ...$3,350|4 Spt. Pha'ton.$3,975
5 Phaeton .... 3,[illegible]50|5 Sedan 3,995
Coll. coupe.. 3,450|7 Suburban ... 4,125
7 Touring .... 3,450|7 Imperial 4,350
5 Coupe ...... 3,855|2 Road (132WB) 3,350

CASE—Model J. I. C. 122 W. B.
5 Touring ....$1,885|5 Sedan $2,590
5 Sport ..... 2,160|5 Brougham . 2,590

CASE—Model Y. 132 W. B.
7 Touring ...$2,225|7 Sedan $2,975

CHANDLER "Standard Six"
5 Touring .... $945|Sedan De L...$1,095
5 Sedan ...... 995|Coupe De L... 1,125
5 De L. Tour.. 1,005|Roadster 1,135
3 Coupe ...... 1,035|

CHANDLER "Special Six"
5 Touring ....$1,145|Coupe De L...$1,285
3 Coupe ...... 1,195|5 Sedan 1,295
5 Spt. Touring 1,295|

CHANDLER "Big Six"
5 Sedan ......$1,495|4 Coupe $1,675
5 Spt. Touring. 1,545|4 Com. Roadstr 1,695
5 Met. Sedan.. 1,595|7 Sedan 1,795
7 Touring .... 1,645|

CHEVROLET—Superior. 103 W. B.
2 Roadster ...$510|5 Coach $645
5 Touring..... 510|5 Sedan........ 735
2 Coupe....... 645|5 Landau...... 765

CHRYSLER—6-cyl. 80
5 Phaeton ....$2,495|5 Sedan $3,095
2 Roadster ... 2,595|7 Sedan 3,195
4 Coupe ..... 2,895|7 Sedan Lim.. 3,595

CHRYSLER—6-cyl. 60.
5 Phaeton... $1,075|Coach $1,145
2 Roadster... 1,145|Sedan 1,245
2 Coupe ...... 1,145|

CHRYSLER—6-cyl. 70
5 Phaeton ....$1,395|4 Royal Coupe.$1,5[illegible]5
5 Spt. Phaeton 1,495|5 Royal Coupe. 1,595
4 Roadster ... 1,495|5 Crown Sedan. 1,795
5 Brougham .. 1,595|

CHRYSLER—4-cyl. 50
Coupe ....$750|Sedan $830
Coach .... 780|

CUNNINGHAM—8-cyl 132 W. B.
4 Touring... $6,150|2 Sport...... $7,400
2 Roadster .. 6,150|2 Coupe...... 7,600

CUNNINGHAM—8-cyl. 142 W. B.
4 Touring.. $6,650|5 Cabriolet.. $8,100
7 Touring.... 6,650|7 Town Car... 8,100
6 Limiusine . 8,100|

DAVIS—6-cyl. Model 93-27. 109 W. B.
2 Coupe .....$1,285|5 Touring $1,285
5 Sedan ..... 1,285|

DAVIS—6-cyl. Model 92-27. 115 W. B.
5 Phaeton ...$1,395|5 Sedan $1,595
5 Touring .... 1,495|5 Imp. Sedan. 1,795
4 Roadster ... 1,495|5 Berline ..... [illegible]

DIANA—8-cyl. 125½ W. B.
5 Brougham ..$1,995|4 Dr. de L Sed $2,195
2 Roadster ... 1,795|7 Pass. Sedan. 2,695
4 Cabriolet ... 2,095|Berlin Sedan.. 2,895

DODGE BROS.—4-cyl. 116 W. B.
5 Touring .....$795|Special Coupe B.$895
5 Spec. Touring 845|5 Sedan B....... 895
2 Roadster .... 795|Sport Roadster. 945
2 Spec. R'dsters 845|5 Special Sedan B 945
2 Coupe .... 845|5 DeL. Sedan...1,075
5 Spt. Touring. 880|

ELCAR—4-cyl. 116 W. B.
5 Touring ....$1,095|2 Coupe $1,295
5 Sedan ...... 1,395|4 Roadster ... 1,295

ELCAR—6-cyl. 116 W. B.
5 Touring ....$1,295|3 Coupe $1,495
5 Sedan ...... 1,595|Landau Roadstr 1,675
4 Roadster ... 1,495|

ELCAR—8-cyl. 127 W. B.
Landau Rdstr.$2,295|4 Coupe $2,095
7 Touring ... 2,265|5 Sedan 2,265
7 Sedan ..... 2,765|

ESSEX—110½ W. B.
Coach ....$695|5 Touring $765

FLINT—6-cyl. Model B-60. 115 W. B
4 Roadster ...$1,360|5 Sedan $1,495
Roadster Coupe 1,495|5 Broug'm 2-dr. 1,575
5 Touring .... 1,260|4-pas. Spt. Rdr. 1,495

FLINT JUNIOR—L.-18.. 110 W. B.
5 Coach ....$960|5 De L. Coach.$1,075

FLINT—6-cyl. Model E-80. 120 W. B.
5 Touring ....$1,450|4 Coupe $1,850
4 Roadster ... 1,645|5 Sedan 1,925
5 Sport Tour.. 1,645|7 Sedan 2,125

FORD—4-cyl. Model T. 100 W. B.
2 Roadster .....$360|Tudor Sedan....$495
5 Touring ...... 380|Fordor Sedan.... 545
Coupe .... 485|

FRANKLIN—6-cyl. Model 11-A. 119 W. B.
2 Roadster ...$2,690|Oxford Sedan..$2,865
5 Touring .... 2,635|5 Sport Sedan.. 2,910
3 Coupe ...... 2,645|7 E-D Limous.. 2,990
5 Sedan ..... 2,790|7 Cabriolet ... 4,400
Sedan Aux sts 2,840|5 Rum. Coupe. 2,760

GARDNER—6-cyl. 118 W. B.
5 A.C.Phaeton$1,395|Imperial Sedan.$1,695
4 Roadster .. 1,395|Vic. Brougham 1,695
5 Brougham .. 1,645|Landaulet Rdsr 1,695

GARDNER—8-cyl. 125 W. B.
Landau Rdsr..$2,095|5 Custom Brm.$1,995
5 A.C. Phaeton 1,795|5 Vic. Br'ham. 2,045
4 Roadster ... 1,795|5 Imp. Sedan.. 2,095

HUDSON—127⅜ W. B.
Coach ....$1,095|Brougham $1,395
7 Touring .... 1,250|7 Sedan 1,495

HUPMOBILE—6-cyl. 114 W. B.
5 Touring ...$1,325|5 Sedan $1,385
2 Pass. Coupe. 1,385|

HUPMOBILE—8-cyl. Model E. 125 W. B.
5 Touring ....$1,945|5 Sedan $2,345
2 Coupe ...... 2,345|5-Pass. Victoria 2,345
4 Roadster ... 2,045|5 Berline 2,445
7 Touring .... 2,045|7 Sedan 2,495
5-p. 2-dr. B'm. 2,245|

JEWETT—6-cyl. "New Day." 109 W. B.
5 Touring ....$1,150|5 4-dr. Sedan..$1,295
5 Brougham... 1,195|

JORDAN—8-cyl. 125½ W. B.
5 Touring ....$2,275|5 Sedan $2,675
5 Brougham .. 2,575|7 Sedan 2,675

JORDAN—8-cyl. 116 W. B.
4 P.B. R'dster.$1,845|5 Sedan $1,945
4 P. Victoria.. 1,945|

KISSEL—6-cyl. Model 55. 124 W. B.
5 Phaeton ...$1,585|4 Coupe $2,085
7 Touring ... 1,685|5 Broug. Sedan 1,895
2 Speedster .. 1,795|2 Enc. Speed. 2,085
5 Brougham . 1,695|4 Enc. Speed. 2,185
4 Speedster ... 1,395|5 Victoria ... 2,185
4 Tourster ... [illegible]|7 Sedan ... [illegible]

KISSEL—6-cyl. De Luxe Model 55. 124 W. B.
6 Phaeton ...$1,785|5 Brou. Sedan.$2,485
7 Touring ... 1,885|5 Victoria 2,485
4 Touring ... 1,985|2 Enc. Speed... 2,585
2 Speedster .. 2,085|4 Enc. Speed... 2,685
4 Speedster .. 2,185|7 Sedan 3,085
4 Coupe ..... 2,485|7 Berlin-Sedan. 3,385

KISSEL—8-cyl. Model 75. 131 W. B.
5 Phaeton ..$1,985|4 Coupe $2,485
7 Touring ... 2,085|5 Broug. Sedan. 2,[illegible]95
5 Brougham . 2,095|2 Enc. Speed.. 2,485
2 Speedster . 2,195|4 Enc. Speed.. 2,5[illegible]
4 Speedster . 2,295|5 Victoria ... 2,585
4 Tourster .. 2,195|

KISSEL—8-cyl. De Luxe Model 75. 131 W. B.
5 Phaeton ...$2,185|5 Brou. Sedan.$2,985
7 Touring ... 2,285|5 Victoria 2,885
4 Tourster .. 2,385|2 Enc. Speed.. 2,985
2 Speedster ..2,485|4 Enc. Speed.. 3,085
4 Speedster.. 2,585|7 Sedan 3,485
4 Coupe ..... 2,885|7 Berline-Sedan 3,585

LINCOLN—8-cyl. 136 W. B.
2 Roadster .. 4,000|4 Spt Phaeton.$4,900
7 Touring ...$4,000|2 Coupe 5,100
4 Phaeton ... 4,000|5 Sedan 4,900
2 Club Road. 4,500|7 Sedan 5,100
5 Sport Tour.. 4,500|7 Limousine . 5,300
4 Coupe ...... 4,600|4 Berline 5,600
4 Sedan ..... 4,800|7 Brougham .. 6,400

LOCOMOBILE—6-cyl. "48." 142 W. B.
4 Sport .....$7,460|5 Brougham .$10,040
7 Touring ... 7,460|5 Vic. Sedan. 10,050
7 Limousine . 9,500|7 Enc. Lim.. 10,050
3 Roadster .. 9,660|7 Cabriolet .. 10,300

LOCOMOBILE—6-cyl. "90" 138 W. B.
4 Sportiff ...$5,500|5 Sedan $7,450
4 Roadster .. 5,900|5 Brougham .. 7,500
4 Vic. Coupe.. 6,950|7 E D Lim.... 7,500
5 Vic. Sedan.. 7,300|7 Non Coll Cab 7,500

LOCOMOBILE—Junior Eight. 124 W. B.
5Touring ....$1,785|5 Sedan $2,285
4 Roadster .. 2,150|5 Brougham .. 2,285
4 Coupe ..... 2,265|

M'FARLAN—6-cyl. "S. V." 127 W. B.
5 Touring ...$2,650|5 Sedan $3,180
2 Roadster ... 2,650|4 Coupe 3,180
7 Touring ... 2,750|7 Sedan 3,280

M'FARLAN—6-cyl. "T. V." 140 W. B.
4 Spt. Touring.$5,600|6 Sedan $6,720
7 Touring ... 5,700|7 Tour. Sedan. 6,810
2 Roadster ... 5,400|7 Suburban .. 7,110
7 Sport Sedan 6,600|7 Limousine .. 7,110
2 Coupe ..... 6,780|7 Town Car... 9,000
5 Brougham .. 6,780|

M'FARLAN—8-cyl. 131 W. B.
2 Roadster ..$2,650|4 Coupe $3,180
5 Touring .... 2,650|5 Coach Brom. 3,180
7 Touring .... 2,750|7 Sedan 3,280
5 Sedan ..... 3,180|5 Sub Sedan... 3,180

MARMON—6-cyl. "75" 136 W. B.
5 Town Coupe.$3,195|2 Coupe Road..$3,565
2 Speedster ... 3,485|5 Stan. Sedan.. 3,565
4 Speedster ... 3,485|7 Cust. Speed.. 3,565
5 Phaeton ..... 3,485|7 Stan. Sedan.. 3,640
4 Victoria .... 3,485|5 Cust. Sedan.. 3,960
2 Coupe ...... 3,485|7 Cust. Sedan.. 4,075
5 Brougham... 3,565|7 Cus. Sed. Lim 4,175

MOON—6-60. 110 W. B.
5 Coach ...... $995|DeL. Roadster.$1,095
5 Phaeton .... 995|Brougham 1,095
5 Roadster .. 995|5-pass. 4-dr. Sed 1,195

MOON—6-cyl. 128 W. B. (London)
5 Touring ...$1,985|5 Pet. Sedan...$2,540
7 Touring .... 1,985|

MOON—6-cyl. 113 W. B.
5 Touring ...$1,195|5 De L. Sedan.$1,495
5 Roadster ... 1,395|5 Cabriolet ... 1,545
5 Brougham .. 1,395|4 Dr. Sedan... 1,545
5 Coach ..... 1,295|5 De L. Sedan. 1,595
5 Sedan ..... 1,445|

NASH LIGHT SIX—6-cyl. 108 W. B.
5 Touring .....$865|5 Sedan $995
3 Coupe .... 925|

NASH—6-cyl. Advanced. 121 W. B.
5 Touring ...$1,340|4 Roadster ...$1,475
5 Sedan ...... 1,425|5 Sedan 1,525

Recent price changes are in bold face.

NASH—6-cyl. Advanced. 127 W. B.
7 Touring ....$1,490|5 Coupe $1,990
4 Victoria .... 1,790|7 Sedan 2,090

NASH SPECIAL—112½ W. B.
4 Roadster ...$1,225|5 2-dr. Sedan..$1,215
5 Touring .... 1,135|5 4-dr. Sedan.. 1,315
3 Coupe ...... 1,165|

OAKLAND—6-cyl. 113 W. B.
5 Spt. Phaeton.$1,095|4 Spt. Roadstr.$1,175
5 Sedan ...... 1,095|5 Sedan 1,195
3 Lan. Coupe.. 1,125|5 Lan. Sedan.. 1,295

OLDSMOBILE—6-cyl. 110 13-16 W. B.
5 Touring ......$875|2 De L. Coupe..$ 990
2 Pass. Coupe... 925|5 Sedan 1,025
5 Coach .... 950|5 De L. Coach. 1,050
4 Roadster De L 975|5 De L. Sedan. 1,125
5 De L. Touring 980|Landau 1,190

OVERLAND—6-cyl. 112¾ W. B.
5 Touring ......$825|5 Sedan $835
2 Coupe .... 825|5 Sedan De L... 975

OVERLAND WHIPPET—4-cyl. 100¼ W.B.
5 Touring ......$645|2 Coupe $685
2-Door Sedan... 695|

PACKARD—6-cyl. 126 W. B.
5 Phaeton ....$2,585|4 Coupe $2,685
5 Sedan ...... 2,585|4 Roadster 2,685

PACKARD—6-cyl. 133 W. B.
5 Club Sedan..$2,725|7 Touring ....$2,7[illegible]5
7 Sedan ...... 2,785|7 Sedan Limo.. 2,885

PACKARD—8-cyl. 136 W. B.
5 Phaeton ....$3,750|4 Coupe $4,750
4 Runabout ... 3,850|5 Sedan 4,750

PACKARD—8 cyl. 143 W. B.
7 Touring ...$3,950|7 Sedan $5,000
5 Club Sedan.. 4,890|7 Sedan Limou. 5,100

PAIGE—6-cyl. 115 W. B.
Brougham ...$1,395|4-Dr. Sedan...$1,540
Lan. Broughm 1,395|Roadster 1,540

PAIGE—6-cyl. 125 W. B.
5-Pass. Sedan.$1,695|Cabrio. (P.T.).$1,995
7-Pass Sedan. 1,995|7-Pass. Touring 1,655
Sur. Limo..... 2,245|4-Pass. Coupe.. 1,995
Cabrio. (F.T.). 1,995|

PEERLESS—6-cyl. "72." 126½ W. B.
5 Touring... $1,895|5 Sedan..... $2,395
5 Coupe...... 2,295|

PEERLESS—6-cyl. 133½ W. B.
7 Touring... $1,995|7 Limousine.. $2695
2 Sp Roadster 2,195|7 De L. Sedan. 2,795
7 Sedan...... 2,595|5 De L. Sedan. 2,995

PEERLESS—6-cyl. "80." 116 W. B.
5 Touring ....$1,395|5 Sedan $1595
4 Coupe Road. 1,565|5 De L. Sedan. 1,795
5 2-dr. Sedan.. 1,545|

PEERLESS—8-cyl. "69." 133½ W. B.
5 Stan. Coupe.$2,795|5 Sedan $3,495
5 Stan. Sedan. 2,995|7 Sub. Sedan.. 3,595
7 Stan. Sedan. 3,095|7 Limousine ... 3,795
4 Roadster ... 2,995|

PEERLESS—6-cyl. "90." 120 W. B.
3 Road. Coupe.$1,725|5 Spt. Sedan...$1,895
5 Sedan ...... 1,895|5 Landaulet ... 1,995

PIERCE-ARROW—6-cyl. "80." 130 W. B.
2 Roadster.. $2,895|7 4-Door Coach.$3,350
7 Phaeton.... 2,895|Limousin Coach 3,450
4 Touring.... 3,095|4 Coupe...... 3,695
5 Coach..... 2,995|5 Sedan...... 3,895
2 Coupe ...... 3,100|7 Sedan...... 3,995
5 4-Door Coach 3,250|7 Enc. Lim... 4,045

PIERCE-ARROW—6-cyl. "36"
7 E. D. Lim..$5,875|Coupe-Sedan .$6,375
7 Sedan ..... 5,875|4 Vest. Sedan. 6,375
Runabout .... 5,875|4 4-dr. Sedan. 6,375
4 Touring ... 5,875|4 Sed. Landau 6,600
7 Touring ... 5,875|4 E. D. Land. 6,600
7 E. D. Land. 6,000|French Limo.. 7,500
7 Sed. Landau 6,000|French Landau 8,000
3 Coupe ..... 6,375|

PONTIAC—6-cyl. 110 W. B.
5 Coach ....$825|5 Land. Sedan...$895
2 Coupe .... 825|

REO—6-cyl. 120 W. B.
5 Touring... $1,350|5 Sedan..... $1,565
5 Spec. Tour'g 1,395|5 Sedan 1,745
2 Coupe...... 1,495|3 Roadster.... 1,665
2 Coupe Spec.. 1,565|

RICKENBACKER—6-cyl. 117 W. B.
5 Phaeton ....$1,750|4 Coupe Road. $1,920
7 Phaeton .... 1,795|4 Coupe De L. 1,995
3 Roadster ... 1,795|5 Sedan 1,995
5 Coupe Sedan. 1,495|7 Sedan....... 2,195
5 Brougham ... 1,695|

RICKENBACKER—8-cyl. 121½ W. B.
5 Phaeton ...$2,150|4 Coupe Road.$2,320
7 Phaeton ... 2,195|4 Coupe deL.. 2,395
3 Roadster ... 2,195|5 Sedan 2,495
5 Coupe Sedan 2,095|7 Sedan 2,595
5 Brougham . 2,295|

ROAMER—8-cyl. "88."
7 Touring ....$2,385|2 Speedster ...$2,885
5 Spt. Touring 2,525|7 Sedan 3,285
5 Brougham .. 2,785|5 De L Sedan.. 3,2[illegible]

ROAMER—6-cyl. "50."
2 Roadster ...$1,395|5 Sedan $1,395
4 Spt. Touring 1,350|2 Spt. Roadster 1,495
2 B. M. Coupe. 1,395|5 De L. Sedan. 1,595

STAR—4-cyl. 103 W. B.
5 Touring ......$550|2 2-Door Coach..$695
2 Roadster ..... 550|5 Sedan 795
4 Coupe .... 675|

STAR—6-cyl. 107 W. B.
5 Touring .....$725|6 Landau Sedan.$995
4 Coupe .... 820|Sedan 975
Coach .... 880|Sport Coupe..... 995
4 Spt. Roadster. 910|

STEARNS-KNIGHT—6-cyl. 121 W. B.
4 Touring ...$1,875|4 Coupe $2,350
5 Touring ... 1,875|5 Sedan 2,475
2 Spt. Coupe. 2,185|5 Brougham . 2,475

STEARNS-KNIGHT—6-85. 137 W. B.
2-Pass. R'ster.$3,250|7 Sedan $3,550
4-Pass. S. Tour 3,250|2 Cab. Roadster 3,550
4-Pass. Coupe. 3,350|5-P. S. S. Lim. 3,550
5 Stan. Sedan. 3,350|5-P. C. S. Lim. 3,550
5 Cust. Sedan. 3,350|7-P. Sedan Lim 3,750

STUDEBAKER—Standard Six. 113 W. B.
5 Dup. Phaetn.$1,145|3 C. C. Coupe..$1,260
3 Dup. Roadstr 1,125|5 W. Sedan.... 1,295
5 Coach ...... 1,195|4 Cut. Victoria. 1,335
3 Spt. Roadster 1,2[illegible]5|5 Cust. Sedan.. 1,385
5 Spt. Phaeton 1,255|

STUDEBAKER—Special Six. 120 W. B.
5 Phaeton ...$1,445|5 Brougham ..$1,795
3 Roadster .. 1,395|4 Victoria 1,750
4 Spt. R'dster 1,595|5 Sedan 1,895
5 Coach ..... 1,445|

STUDEBAKER—Big Six. 127 W. B.
7 Dup. Phaetn.$1,775|7 Sedan $2,245
5 Coupe ..... 2,045|7 Berline 2,225
5 Brougham .. 1,985|

STUDEBAKER—Big Six. 120 W. B.
3 Dn. Roadster.$1,495|5 Sedan $1,895
4 Spt. Roadster 1,645|5 Cus. Brough. 1,785
5 Club Coupe.. 1,445|5 Spt. Phaeton. 1,575

STUTZ—8-cyl. 131 W. B.
2 Speedster ..$2,995|5 Brougham ...$2,995
4 Speedster .. 2,995|5 Vic. Coupe.. 2,995
5 Sedan ..... 2,995|2 Coupe 2,995

STUTZ—8-cyl. 145 W. B.
7 Sedan ......$3,685|7 Limousine ...$3,785

VELIE—6-cyl. 118 W. B.
5 C. Phaeton..$1,450|5 Brougham ...$1,425
5 New Sedan. 1,450|5 Royal Sedan. 1,785
4 Cl. Roadster 1,495|5 De L. Sedan. 2,050
3 Coupe ..... 1,450|

WILLS-STE. CLAIRE—T-6. 127 W. B.
4 Roadster ...$2,700|7 Sedan $3,250
4 G.G. Trav... 2,700|7 Enc.Dr.Limo. 3,350
5 St. Sedan... 3,150|4 Cab. Roadster 3,350
5 Spec. Sedan. 3,150|5 4-Dr. Brough 3,750

WILLS-STE.CLAIRE—W-6 6-cyl. 127 W.B.
7 Phaeton ....$2,600|5 Vogue Sedan.$2,900
4 Roadster ... 2,500|7 Sedan 3,000
G. G. Trav.. 2,600|Enc. Dr. Limo. 3,085
5 Sedan ...... 2,800|

WILLS-STE.CLAIRE—B-68 8-cyl 127 W.B.
Phaeton ....$2,900|7 Sedan $3,200
5 Sedan ...... 3,100|

WILLS-STE.CLAIRE—C-68 8-cyl. 127 W.B.
Roadster ....$2,900|Sedan $3,200
G. G. Traveler 2,900|

WILLS-STE.CLAIRE—D-68 8-cyl 127 W.B.
5 G.G. Trav..$3,000|7 Sedan $3,550
4 Roadster ... 3,000|5 Brougham.... 4,050
4 Cab. Roadstr 3,650|Special Sedan 3,450
5 Std. Sedan.. 3,450|7 Enc. Dr. Lim. 3,650

WILLYS-KNIGHT—4-cyl. 118 W. B.
5 Touring ...$1,295|5 Coupe Sedan.$1,395
3 Coupe ..... 1,395|5 Brougham ... 1,595
5 Sedan ..... 1,450|

WILLYS-KNIGHT—6-cyl. 126 W. B.
5 Touring ...$1,750|5 Brougham ...$2,095
2 Roadster ... 1,850|4 Coupe 2,195
5 Coupe Sedan 2,095|5 Sedan 2,295
7 Touring ... 1,950|7 Sedan 2,495

WILLYS-KNIGHT—6-cyl. 113¼ W. B.
5 Touring ...$1,295|2 Coupe $1,395
5 Sedan ..... 1,395|

Lycoming Motors To Increase Output; Inventory Is Taken

Williamsport, Pa., Oct. 16.—The Lycoming Manufacturing Company, builder of Lycoming motors, closed its machine shop this week for its semi-annual inventory and the rearrangement of machine tools, preparatory to a season of increased production.

The usual time for taking the semi-annual inventory is July 1, but this year the demand upon the company for motors was such that it was not possible to close the plant at that time.

Many departments of the company were closed for one day to allow inventory to be taken, while others remained closed a longer time to permit the complete rearrangement of the additional machine tool equipment, which was installed earlier in the year.

The company sees every indication for an increased demand for its motors, and it is with this view that production facilities have been rearranged and increased.

The foundry and standard heater divisions of the company were not effected in the inventory arrangement.

Tire Data Show Gains in August

New York, Oct. 16.—The table below gives complete figures for shipments, inventories and production of automobile casings and tubes for August, as compared with July. The figures, gathered by the Rubber Association of America, Inc., represent 75 per cent. of the industry.

PRODUCTION		
Casings—	August	July
Cords	2,246,111	1,704,050
Balloons	2,020,347	1,918,251
Fabrics	137,828	89,858
Solids	43,579	33,674
Totals	4,447,865	3,745,833
Tubes—		
High P	3,543,903	2,427,594
Balloons	2,024,197	1,869,089
Totals	5,568,100	4,296,683

SHIPMENTS		
Casings—	August	July
Cords	2,581,574	2,407,726
Balloons	2,167,943	2,037,276
Fabrics	308,329	307,941
Solids	56,119	47,294
Totals	5,113,965	4,800,237
Tubes—		
High P	4,862,692	4,310,981
Balloons	2,321,747	2,115,751
Totals	7,184,439	6,426,732

INVENTORIES		
Casings—	August	July
Cords	3,459,221	3,803,823
Balloons	3,116,440	3,246,844
Fabrics	723,704	893,611
Solids	178,060	177,962
Totals	7,477,425	8,122,240
Tubes	August	July
High P	7,143,811	8,262,293
Balloons	4,552,647	4,686,819
Totals	11,696,458	12,949,112

Accessory Field

OPEN SERVICE DEPOT

Denver, Col., Oct. 16.—M. J. Miller and H. A. Mills have opened the Exide Auto Service, Inc., at 350 Broadway, to handle all kinds of automobile service except motor repairing. Mr. Miller formerly was in the automobile battery business at 1240 Speer Boulevard and Mr. Mills formerly was with the engineering department of the Public Service Company of Colorado.

ACQUIRES MORE ROOM

Columbus, O., Oct. 16 (U. T. P. S.).—The Columbus Ignition Company, organized in 1922 to act as distributor in central Ohio for ignition systems, auto accessories and radios, has moved its place of business from 120 East Spring St., into a larger store room at 32-46 South 5th St., which has been taken over under a five-year lease.

PLANS SERVICE STATION

Canton, O., Oct. 16.—One of the most complete service stations between Pittsburgh and Cleveland is planned here by the Zeigler Tire and Supply Company of Cleveland Avenue and 9th Street N. W. O. C. Zeigler, treasurer and manager of the company, said the proeprty will be used as a branch to the 3d Street S. W. station. Increased business makes the second unit necessary, Mr. Zeigler said.

HOO-DYE SALES GOOD

San Antonio, Tex., Oct. 16.—Sales of Hoo-Dye shock absorbers have increased more than 500 per cent. during the past two years, said Bruce B. Baxter, district sales manager of the company, on a recent visit here. He said he found business conditions very good and was well pleased with the prospects.

CHAMPION SPARK PLUG DIVIDEND TAX UPHELD

Special from A. D. N. Washington Bureau

Washington, Oct. 16.—The U. S. Board of Tax Appeals has upheld the prorata method used in determining the tax rates on the $300,000 cash and bonds dividends declared by the Champion Spark Plug Company in 1917.

The board made its decision in denying the protest of two stockholders, Elizabeth W. and Frank W. Stranahan. The decision also upholds the internal revenue commissioner, who had contended that the dividends were taxable at the 1917 rates to the extent of 1917 earnings available at the time of distribution of the dividend on March 1 of that year, and at 1926 rates for the balance. Using the prorata method, the commissioner found that one-sixth of the levy should be made on the 1917 rates.

Goodyear Approves Tire Machine for Repair Shop Use

Akron, O., Oct. 16.—The new, improved tire inspecting machine, manufactured by the Ramsdell Manufacturing Co., Cleveland, O., is being used at the repair shop of the Goodyear Tire and Rubber Company, as well as in several other branches of the company, with complete success. From their experience Goodyear states that those desiring to speed up their sales and shop room work will be interested in this new machine.

Mounted on a single standard, the machine holds a tire in the right position for examination by the repairman or the salesman and customer. At the same time there is a device for spreading the beads of the tire apart which works with pressure from a foot lever.

The new machine takes all sizes of tires, including balloons, from 4.40 to 7.30 without any adjustment. According to its manufacturer, the device allows such a thorough inspection of a tire that any break or bruise or cut is brought to view.

On the new machine the fingers reach from beneath the tire, thus spreading the tire apart and leaving no obstruction on the surface, so the operator is free to make repairs or insert a tube without interference of any kind. It is said that the machine cuts the time required for inspection about in half, because all efforts are coordinated and the tire is just at the right angle for efficient handling.

Albany, N. Y., Oct. 16.—The West Gate filling station of Thomas J. McEnaney & Son, Central Avenue and Rawson Street, has obtained the distributing franchise for the Albany area of Nu-Life, an automobile refinisher.

White Co. Works at Night to Keep Up With Truck Demand

Cleveland, Oct. 16. — White Motor Company's operations continue at capacity and a regular night shift is still being maintained. Deliveries are exceptionally good.

Results for third quarter were the largest of any third quarter in the company's history, with the exception of the abnormal years of 1918 and 1920, when war contracts figured so heavily.

September business was the best ever experienced for that month, with deliveries establishing a record.

TRUCK BODY OUTPUT

Marion, O., Oct. 16.—Record production is announced at the plants here of the Marion Steel Body Corporation. At the present time the company has a yearly valuation production of about $250,000 after continuous building of truck bodies since September, 1923. The concern has a production of 2,500 truck bodies each year.

MILESTONE RUBBER CO. HAS BIG SALES GAIN

East Liverpool, O., Oct. 16.—A big increase in sales in September is reported by George Stewart, head of the Milestone Rubber Company of this city.

"From all quarters of the United States we are receiving business, and indications point to continuance of brisk sales the remainder of the year," he says. The Milestone Rubber Company does a mail order business in tires and tubes of moderate price and has control of output of a number of smaller rubber concerns in the Middle West.

URGE GARAGE OWNERS TO USE LIEN LAWS

Minneapolis, Oct. 16.—Minnesota garage owners who have had difficulty in collections are being urged by P. R. Moore, counsel for the Minnesota Motor Trades Association, to make more general use of the lien laws of the state.

Even garage men who make a practice of conducting an extensive credit business may use these laws successfully, as they are particularly advantageous in this state, and can be used to cut poor or bad accounts down to a minimum, he says.

Double Belt

No belt friction or braking device to slow-up RECOIL, but a smooth friction brake on the REBOUND.

This feature is distinctively effective and can be had ONLY with COX.

COX SHOCK ABSORBERS

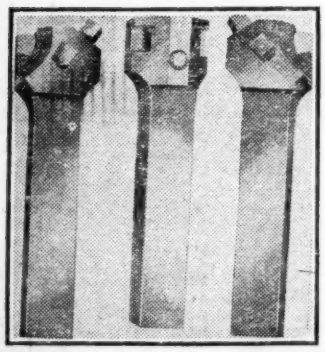
General Offices and Factories:

5602 Luther Avenue, Cleveland, O. 406 North Pearl Street, Albany, N. Y.

New Automotive Equipment

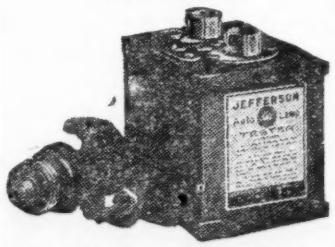
This department is devoted to the newest developments in automobile accessories, replacement parts and shop equipment. Its columns are open to manufacturers, who are invited to submit descriptions and illustrations of their latest products.

TOOL HOLDERS



The Gisholt Machine Company, Madison, Wis., is marketing a line of tool holders which it claims makes it possible to put to work odds and ends of tool steel which ordinarily are of little value. These holders, it claims, will give the maximum of service from tool steel, as they are designed to give the cutting tools rigid support right to the cutting edge. All sizes of holders are usually in stock for immediate delivery.

LAMP TESTER



The Jefferson Electric Manufacturing Company, 501 South Green St., Chicago, Ill., is marketing a convenient automobile lamp tester for use in salesrooms where automobile lamps are sold. The tester attaches to any alternating current light and supplies a reliable testing device for all automobile lamps, including the Ford double filament lamps, without battery upkeep.

MORE PROFIT PER SALE

The New and Improved Star Cars excel in POWER

MORE POWER and SUPERIOR QUALITY

Low-cost Transportation

Star Cars

Improved Four and New Six

DURANT MOTORS, Inc. General Sales Dept., 1819 B'way, New York

See the Star Car exhibit at the Sesqui-Centennial Exposition, Philadelphia

Automotive Daily News

"Of, By and For the Entire Automotive Industry"

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Prohibition and Parking

WHEN we recently received a bulletin from the National Automobile Chamber of Commerce, bearing the cryptic title: "Prohibition No Cure for Parking," we were mildly startled. Who, in heaven's name, ever thought it was? Hasn't the art, science or sport or whatever it is of parking reached the fine flower of perfection under prohibition? Who ever thought of parking for hours at a time by a lonely roadside until prohibition started every one to drinking stuff that he never would have burned in an alcohol stove before? Obviously, prohibition is no cure for parking, and why call attention to an axiomatic fact?

But then we read further and found that the prohibition referred to had nothing to do with Pat, Mike, Andy—what was that fellow's name?—Volstead. It was prohibition of any and all parking in city streets that was referred to, and this N. A. C. C. bulletin has some mighty sensible things to say about this serious problem.

Edward S. Jordan, in his report on "Traffic Planning," just filed with the directors of the N. A. C. C., says: "Prohibition of parking will not go down the throat of the American public. A place to stop for a reasonable length of time is just as much an essential part of motor travel as the roadbed itself, and the public will demand that right."

Mr. Jordan is absolutely right. Unless the motor vehicle is provided with a place for parking, its use is limited in a way that largely destroys its usefulness. There is scarcely an errand on which the motor vehicle takes us faster and more flexibly than any other mode of transportation that does not demand a stop of shorter or longer duration. Without the place to stop the motor vehicle is useless.

This problem of providing parking space for motor cars is one that must be fairly faced by the cities. It is not impossible of solution and the proper attitude is that delay will be extremely costly. It will be cheaper to provide parking spaces now than it will be years hence.

Times Change

WHEN Mr. Dempsey and Mr. Tunney committed their recent mutual assault on the respective whiskers of each other in the City of Brotherly Love, there sat in a ringside seat a genial and rotund gentleman, with a cigar butt firmly gripped between his teeth. Any old-time motor racing fan would have recognized this rotund individual as Barney Oldfield, dean of racing pilots and still the synonym for speed in a motor car. Barney is a keen fight fan, and he came a good many miles to see that fight. In fact, he came clear across the continent from Los Angeles.

This in itself set Barney's record as a thirty-third degree sportsman, but the interesting thing about the trip is that he made it in a car. When Oldfield decided that he had to sit at the ringside of the Dempsey-Tunney wrangle, he simply jumped in his trusty Marmon and turned its radiator cap eastward, arriving on schedule and ready for the fracas.

Now, Barney Oldfield's racing career dates back to the time when no more than one or two men had ever made a transcontinental trip by motor vehicle, and these made it after fights that compared with those of the prairie schooner caravans of '49. Yet within the active lifetime of one man, he is able to keep a social (or should we say anti-social?) engagement over the route that was formerly a test of endurance for car and man. It is sidelights of this kind that throw into relief the marvelous road building accomplishments of the past twenty years.

Our Own Automotive Family Album— By Kessler

The Boyhood Days of Our Industry's Leaders

J. E. FIELDS, VICE-PRESIDENT OF THE CHRYSLER SALES CORPORATION, HAS BEEN A SALESMAN FROM HIS VERY EARLIEST DAYS.

TRIANGLE TIRE CO. HAS CHAIN OF WAREHOUSES

Canton, O., Oct. 16.—Establishment of a chain of central warehouses in important distributing centers of the United States has been completed by the Triangle Tire and Rubber Co., with factories here, according to M. C. Wyatt, general manager of the concern.

"Outlook for fall is most encouraging," according to Mr. Wyatt. "We are receiving orders in larger quantities than at any time in recent months, and production will be maintained at around 600 tires a day. A greater proportion of bus tires will be made from now on."

BUS FIGURES GIVEN

Seattle, Wash., Oct. 16.—The importance of the motor bus business in Washington is reflected by some figures recently given out by A. R. Gardner, secretary of the Washington Motor Coach Association. The stages of the state traveled 15,000,000 miles last year and carried 8,000,000 passengers, his compilation shows.

C. L. BOWLER, formerly branch manager for the Republic Truck Sales Corporation factory branch at Philadelphia, has been appointed Eastern zone manager. He will maintain headquarters in that city.

Coming Automotive Events

OCTOBER

9-24—Dallas, Tex. Dallas Automobile Trades Association, Southwestern automobile show.
14—Manchester, N. H. Automotive Equipment Association, merchandising meeting.
13-19—Philadelphia, Pa. Pennsylvania Automotive Trades Association, annual convention, Elks Home, under the auspices of the Philadelphia Auto Trades Association.
19-22—Los Angeles, Cal. Enclosed Car Salon, Hotel Biltmore, under the auspices of the Los Angeles Motor Car Dealers' Association.
20-22—Cleveland, O. Motor and Accessory Manufacturers' Association, conference of credit managers.
21—New York city. Society of Automotive Engineers, sectional meeting.
21-30—Olympia, London. Automobile Show.
22-30—Elizabeth, N. J. Elizabeth Auto Trades Association and Elks Automobile Show, Second Regiment Armory.
23—Atlantic City, N. J., American Automobile Association, race.
23-31—Paris, France. Truck Show, Grand Palais.
25—Washington, D. C. Interstate Commerce Commission, final hearing on motor transportation, postponed from September 29.
26-29—Detroit, Mich. Michigan Association of Road Commissioners and Engineers, annual convention.
28-29—Springfield, Ill. Motorbus Show, Illinois Motor Transportation Association.
28-29—Des Moines, Ia. Annual convention, Iowa Automotive Merchants Association.
29-Nov. 7—Berlin, Germany. Automobile show for German cars only, according to present plans.

NOVEMBER

7—Chicago, Ill. Automotive Boosters Club, Congress Hotel, meeting of the International Board of Governors.
8-12—Washington, D. C. American Society for Municipal Improvements, Asphalt Association, Association of Asphalt Technologists; joint meeting.
8-13—Chicago, Ill. Automotive Accessories Association, open show, Michigan Avenue Armory.
8-13—Chicago, Ill., Automotive Equipment Association, annual convention and show, Coliseum.
11—Charlotte, N. C. American Automobile Association, sprint races.
11—Dallas, Tex. American Automobile Association, race.
13—Chicago, Ill., Associated Manufacturers of Fabric Auto Equipment annual meeting at La Salle Hotel.
15-16—Chicago, Ill. National Association of Finance Companies, annual convention, New Palmer House.
15-19—Chicago, Ill., National Standard Parts Association, convention and show.
16-18—Boston, Mass., Society of Automotive Engineers, automotive transportation and service meeting.
16-18—Memphis, Tenn., National Tire Dealers Association, annual convention.
25—Los Angeles, Cal., American Automobile Association, race.
24-Dec. 4—New York city. Automobile Salon, Hotel Commodore.
—Chicago, Ill. Society of Automotive Engineers, annual tractor engineering meeting.

DECEMBER

1- 3—Chicago, Ill. Society of Automotive Engineers, Hotel Sherman, tractor meeting.
1-12—Ponce, Porto Rico. Automobile Show in connection with the Insular Fair.
4-15—Brussels, Belgium. Automobile Salon.
3- 9—Paris, France. International Aeronautic Exposition, Grand Palais.
7-20—Buenos Aires, Argentina. Ninth Argentine automobile show, Palermo Park.

JANUARY

8-15—New York City. National Automobile Chamber of Commerce, National Automobile Show Grand Central Palace.
10-13—New York city. Third World Motor Transport Congress, Hotel Roosevelt.
10-15—Chicago, Ill. American Road Builders' Association, annual road show and convention, Hotel Congress Coliseum.
12—Seattle, Wash. Pacific Coast Independent Service Station Owners, annual meeting.
13—New York city. Society of Automotive Engineers, annual dinner, Hotel Astor.
15-22—Newark, N. J. Automobile Trade Association, Twentieth Annual Automobile Show, Chamber of Commerce Building, Claude E. Holgate, manager.
22-29—Cleveland, O. Automobile Show, Public Auditorium.
22-29—Montreal, Canada. Montreal Motor Show, Morgan Building.
25-28—Detroit, Mich. Society of Automotive Engineers, annual meeting.
29-Feb. 5—Chicago, Ill. Automobile Salon, Hotel Drake.
29-Feb. 5—Chicago, Ill. National Automobile Chamber of Commerce, national show, Coliseum.

FEBRUARY

12-19—Kansas City, Mo. Kansas City Motor Car Dealers' Association, automobile show.
12-19—Los Angeles, Cal. Automobile Salon, Hotel Biltmore.
14-19—Louisville, Ky. Louisville Automobile Dealers Association Show.
26-Mar. 6—Los Angeles, Cal. Los Angeles Motor Car Dealers' Association, annual show.
15-Mar. 15—Cairo, Egypt. First International Motor Show.

MARCH

2- 5—Sioux Falls, S. D. Automobile Show.
5-12—Boston, Mass. Boston Automobile Dealers' Association, Twenty-fifth Annual Show.

DEALER DOINGS

CHANGES IN PAIGE-JEWETT SALES IN OKLAHOMA CITY

Oklahoma City, Oct. 16.—A change in the officials in charge of the Paige-Jewett dealership, just reopened here, has been announced by T. K. McCune, factory representative. C. C. Gale, formerly with the Paige-Jewett dealership at Michigan City, Ind., has been made vice-president, and A. C. Rehm of Chicago, secretary-treasurer. The show rooms at 28 West 4th St. have been remodeled slightly. Ray Schlemeyer, who was in charge of the service department at the time the dealership was discontinued last spring, has been re-employed in the same capacity.

NAMED HUDSON-ESSEX DEALER IN OAKLAND

Oakland, Cal., Oct. 16.—Jerry Collier, for a number of years a retail branch manager here, has just been appointed Broadway Hudson-Essex dealer in this city.

THREE CLEVELAND FLINT SALESMEN CELEBRATE

Cleveland, Oct. 16.—Three members of the sales staff of the Cleveland Flint Company, 4505 Euclid Ave., are celebrating this week four years of service in the sale of Star cars. They are William G. Liston, Walter Pettit and Ray Price. All have good sales records, according to E. S. Dowd, general manager, who estimated the three had placed more than 1,500 cars in their four years of service.

CHRYSLER DEALER NAMED IN SAN ANTONIO

San Antonio, Tex., Oct. 16.—The Browne-Wilson Motor Company of this city, which has been associate dealer for another line, has been appointed associate Chrysler dealer, according to an announcement by the Guarantee Motor Car Company, distributor for this city and vicinity.

TO HANDLE HUDSON-ESSEX IN RETAIL DEPARTMENT

Los Angeles, Oct. 16.—The Sperl Motor Car Company, distributor of Rickenbacker automobiles, has been appointed metropolitan dealer for Hudson-Essex, according to the announcement of Harry A. Sperl, president of the company. E. W. Mong is in charge of the Hudson-Essex sales. Al Earlenborn is in charge of service.

NEW OLDSMOBILE FIRM OPENS IN CLEVELAND

Cleveland, Oct. 16.—Establishment of the Greve Motor Company at 4507 Lorain Ave. as a branch dealer for Oldsmobiles was announced today. L. J. Greve, formerly an automobile salesman, is president. J. J. Sirl, sales manager, has a sales staff of six.

Incorporations

OHIO

Columbus, O., Oct. 16 (U. T. P. S.).—New automotive incorporations in Ohio are:—

Litten Motor Sales Company, East Liverpool, $200,000; to deal in new and used automobiles, parts and accessories and operate a garage and service station; William M. Litten, Frank Litten, Zadia Henry, H. R. Kapp and K. McIntosh.

Copley Motor Company, Alliance, 1,000 shares, no par value, to deal in automobiles, parts and accessories and operate a garage and service station; W. L. Conley, Sydney L. Geiger, Sam Kirkland, Floyd Chilton and J. B. Wilkinson.

Bucyrus Tire and Supply Company, 115 East Mary St., Bucyrus, 500 shares, no par value; Ray S. Watters, E. A. Laney, J. A. Cadel, Charles C. Benner and A. H. Brodbeck.

Spear-Wilcox Company, Londonville, $25,000, deal in automobiles, both new and used, parts and accessories, and also operate a garage; Robert L. Wilcox, Florence M. Wilcox, Alexander J. Fraser, Leah W. Spear and B. H. Spear.

Harris Motor Truck Company, Youngstown, $10,000; deal in motor trucks and parts and do general repairing; Harry B. Harris, B. H. Harris, C. H. Mentzer, Thomas Lindsay and M. A. Collins.

Xenia Vulcanizing Company, 102 East Main St., Xenia, $15,000; to deal in tires and tubes, auto accessories and to do tire repairing; R. O. Wsad, J. E. Kohl, R. W. McIntire, Paul H. Creswell and Grace T. Creswell.

Norwood Supply Company, Cincinnati, $25,000; to deal in automobiles, new and used, parts and accessories; Samuel I. Lipp, Alice Miller, Helen Nesper, A. B. Chisholm and J. Beachtold.

NEW YORK

Albany, Oct. 16.—New automotive concerns which have just been granted incorporation charters by the secretary of state are:—

Regross, Inc., Brooklyn, 100 shares, no par value; Rena and J. M. Grossman, 551 West 157th St., Manhattan; Henrietta Wittenberg, 437 44th St., Brooklyn.

A B C Auto Wash, Inc., Buffalo, $5,000; wash and care for automobiles; J. B. Clark, 1483 Kenmore Ave., Kenmore, N. Y.; Clyde Dickerson, 11½ Abbottsford Place; G. E. Young, 209 Hutchinson Ave., Buffalo.

John J. Meehan, Inc., Manhattan, $25,000; general trucking and delivery bus; Edythe V. Eichler, 2545 Grand Concourse, The Bronx; Theodore D. Davidson, 23 8th Ave., Manhattan; Louis Kaplan, 22 Lafayette St., New Rochelle.

Bronx Blowout Patch Company, Inc., The Bronx, $20,000; manufacture rubber, tires and blowout patches; Arthur Schneider, 94 Williams Ave.; Rose E. Sackstein, 523 Elton St., Brooklyn; Louise Adams, 191 Roff St., Stapleton, N. Y.

Martin-Whitman Company, Inc., Rochester, $25,000; manufacture supplies and accessories for automobiles; Paul B. Martin, 133 Hurstone Road; Michael J. and Lucy E. Whitman, 194 Conkey Ave., Rochester.

Change Name

From San-Ford Automotive Products Corporation, Manhattan, to the Sanitice Corporation.

Dissolved

P. D. Garage Corporation, Manhattan.

ILLINOIS

Springfield, Oct. 16.—New incorporations in this state are:—

Kane Motors Corporation, 3044 Lawrence Ave., Chicago, $10,000; Allen W. Granger, Edward J. Kane, D. E. Anderson; deal in automobiles, vehicles, accessories, etc.

Du Page Motor Coach Line, Elmhurst, $1,000; transportatfon as a common carrier for persons; Douglas A. Bullman, Mary Bullman, Earl C. Smith.

Regal Garage, Inc., 2209 Devon St., Chicago, $3,000; John T. Duffy, Edward J. Duffy, John J. Henneberry; storage, repair, washing and towing of autos and vehicles.

Commonwealth Battery Service Company, Chicago, dissolved.

Midwest Oil Products Company, 711 West 15th St., Chicago, $50,000; Anna Noll, Cleo Marsters, John E. Anderson; manufacture and deal in linseed oil, turpentine, lubricating oils, etc.

Metropolitan Petroleum Company, 20 West Jackson Boulevard, Chicago, $20,000; acquisition, transfer, exchange and sale of leaseholds pertaining to service stations, operation of service stations, sale and repair of auto accessories, etc.; Israel B. Zimmerman, Nat Rue, Hirsch N. Resnick.

Personal Items

MEYERS GUEST OF HONOR

San Diego, Cal., Oct. 16.—Members of the organization of H. J. Edwards, Inc., Chrysler distributor, entertained Henry T. Meyers, director of sales of the Chrysler Sales Corporation of Detroit at a luncheon. The entire Chrysler dealer and sales organization of San Diego and Imperial counties was present.

MITCHELL SALES CHIEF

Hartford, Conn., Oct. 16.—Albert L. Mitchell of the L. & H. Motor Company, Hupmobile distributor in seven of the eight counties of the state, has been made retail sales manager. He was for several years identified with Hupmobile in this territory, but went to Florida last winter, returning early this summer to the L. & H. company.

McKAGUE WITH BAPTIE

Denver, Col., Oct. 16.—W. McKague, formerly with other lines, is used car manager for the Baptie Chevrolet Company, the new member of the Denver Chevrolet family.

PENDERGAST SALES HEAD

Los Angeles, Oct. 16.—Paul K. Pendergast, who is well known as a former local automobile dealer, has been appointed sales manager for the Lloyd K. Hillman Chrysler dealership.

MORROW USED CAR CHIEF

St. Paul, Minn., Oct. 16.—The Cleland-Hughes Motor Company, distributor of Oakland and Pontiac cars, has appointed E. J. Morrow manager of the used car department.

GRETHER IN SEATTLE

Seattle, Wash., Oct. 16.—Marvin G. Grether, after a week spent in study at the Cadillac factory, has returned to this city to locate permanently. He is with the Nagelvoort-Stearns Cadillac Company.

Improvements

BUILDING SERVICE HOME

Richmond, Va., Oct. 16.—J. G. Frazier, manager of the Jones Motor Company, local distributor for Cadillac and Buick cars, announced today that work had been started on its new service building, at the corner of Crenshaw Avenue and West Street. Mr. Frazier said the new building, when completed, will be used exclusively for service work on Buicks and Cadillacs. The present home of the company, completed about two years ago, will be used for display and sales of new and used cars, he added.

IN LARGER BUILDING

Olean, N. Y., Oct. 16.—W. A. Chase & Son, Chrysler dealership formerly located at 239 North Union St., have moved to a more spacious building at 426 North Union St. A repair shop is an innovation in the new establishment.

BUILDING GARAGE

Tacoma, Wash., Oct. 16.—The Standard Auto Works, Tacoma, has commenced construction of a $13,000 garage building at 2324 Jefferson Ave.

Classified Advertising

CLASSIFIED RATES
5c word (per daily insertion)

SALESMEN WANTED

SALESMEN WANTED

WE REQUIRE THE SERVICES OF SEVERAL AGGRESSIVE SALESMEN FOR GREATER NEW YORK AND ADJOINING TERRITORIES TO INTRODUCE A DEVICE FOR WHICH THERE IS A READY SALE AMONG FLEET OWNERS, GARAGES, AND SERVICE STATIONS. LIBERAL COMMISSIONS PAID. MEN OWNING CARS PREFERRED. TELEPHONE: CHELSEA 8066 FOR APPOINTMENT, OR WRITE BOX 78, AUTOMOTIVE DAILY NEWS.

FLINT
MOTOR CARS

A Record of Achievement

On July 15th it was announced that the Flint Motor Company would move their Production to Elizabeth, New Jersey. Six weeks later—on September 1st—the first complete job came off the lines in the Elizabeth Plant. Dealer shipments went forward the same day.

FLINT JUNIOR - FLINT SIXTY - FLINT EIGHTY
$960 *to* $2125
f. o. b. Lansing

FLINT MOTOR COMPANY
Elizabeth, New Jersey
General Sales Department : 1819 Broadway
Manufacturers Trust Company Building
NEW YORK

FLINT

Financial News of the Automotive Industry

GOODYEAR CO. BEGINS PAYING OFF DIVIDENDS

Declares $4.75 on 7% Preferred; Litchfield Makes Statement

AKRON, Oct. 16.—Goodyear Tire and Rubber Company has declared a dividend of $4.75 on the 7 per cent. preferred stock, payable November 15 to stock of record October 26. This dividend is in part payment of accumulated dividends amounting to $29.75 a share.

P. W. Litchfield, president, said: "Following a canvass of common and preferred stock voting trustees, we found them deadlocked on the company's refinancing plan. We decided that payment on the preferred stock could not be put off any longer. The common stock voting trustees were opposed to refinancing plans, but preferred trustees favored it. In the meantime, preferred stockholders will at least get a partial payment against arrears.

P. W. Litchfield

"In view of heavy sinking funds under our present financial structure, it seemed inadvisable to me to recommend funding all preferred stock dividend accumulations in preferred stock unless the senior securities should be replaced by others with more lenient sinking fund requirements, so that current dividends on the preferred, as well as on the increased issue of preferred resulting from dividend funding, would not be threatened.

"The preferred stock dividend arrearages at present amount to about $20,000,000, and the preferred stock sinking fund, now in default more than $9,000,000 and increasing at the rate of $1,600,000 a year, must be met before any dividend can be paid on the common.

"The plan recommended by the management and approved by the preferred stock hangs fire because the common stock voting trustees, although divided in their views, are not ready to approve giving up the common stock voting trust or the suggested refinancing of senior securities at this time. The board was not willing further to delay immediate relief to the preferred stock. It declined a suggestion to fund the entire accumulated dividend on the preferred stock in additional preferred because of the management's view that, without elimination of sinking funds on senior securities, continuation of dividends on such additional stock is not adequately secured. Under the financing plan propose by the management continuance of such dividends would be far easier. I have been authorized to continue conferences with the voting trustees of the preferred and common stock. Certain litigation has been started in regard to management stock and directors selected by it, which is being defended in the courts."

ALLIS-CHALMERS'S NET UP

New York, Oct. 16.—The net profit of the Allis-Chalmers Manufacturing Company for the eight months ended August 31, 1926, was $2,262,893 after depreciation, Federal taxes, etc., comparing with $2,240,883 in same period of previous year.

Hupp Earns $297 on $10 Stock in 8 Months; Net Income Is $2,717,814

New York, Oct. 16.—The statement of the Hupp Motor Car Corporation and subsidiaries for the eight months ended August 31, 1926, as filed with the New York Stock Exchange, shows net income of $2,717,814 after depreciation, Federal taxes, etc., equivavent to $2.97 a share earned on outstanding 913,809 shares of $10 par common stock.

Consolidated income account for eight months ended August 31, 1926, follows: Net sales, $38,824,520; costs, $35,834,459, operating income, $2,990,061; other income, $460,015; total income, $3,450,076, depreciation, $308,094; Federal taxes, $424,168; net income, $2,717,814.

Du Bois Young, President

Consolidated balance sheet of Hupp Motor Car Corporation including American Gear and Manufacturing Company and Detroit Auto Specialty Corporation as of August 31, 1926, follows:—

Assets: Cash, $6,455,988; United States certificates, $3,000,000; sight drafts, $1,596,285; accounts receivable, $383,603; inventories $5,520,654; property account, less depreciation, $7,500,557; investments, $1,335,995; deferred charges, $152,984; goodwill, trade names, etc, $1; total, $25,945,977.

Liabilities: Accounts and wages payable, $3,239,357; reserved for accrued taxes and contingencies, $2,489,734; Federal tax reserve, $654,167; dealers' deposits, $132,120; reserve for unrealized profit on sale of capital assets, $312,099; capital stock (par $10), $9,138,090; profit and loss surplus, $9,980,410; total, $25,945,977.

The Hupp company has listed on the Stock Exchange additional stock valued at $913,809 at $10 par.

$50,000 PAINT FIRM FIRE

Detroit, Oct. 16.—Fire caused $50,000 damage to the plant of the Master Motor Car Painters, Inc., here yesterday. It was caused by spontaneous combustion and explosion of varnish stores.

RANGE OF AUTOMOTIVE STOCKS

NEW YORK STOCK EXCHANGE

Previous, 1926 High	Low	Div.		Sales	High	Low	Close	Net Change
22	10	....	Advance Rumely	600	18	17½	17½	—1
65¾	48¼	3	do pf	600	56½	56¼	56½	—3
16	7½	....	Ajax Rubber	700	7⅝	7⅝	7⅝	—⅛
94½	78¼	6	Allis-Chalmers	1,800	88¼	85⅝	86	—2
34⅝	16	....	Am. Bosch Magneto	900	18¾	18	18	—¾
26¼	23¼	2	Am. Chain A	200	24⅝	24⅝	24⅝	....
15⅞	12¼	1	Am.-La France	200	12⅝	12⅝	12⅝	—⅛
37½	25	3	Briggs Mfg. Co.	7,000	27½	27⅛	27⅛	—1⅛
45¼	28	4	Chandler-Cleve. Mo. pf	300	29	29	29	—¼
54⅞	28½	3	Chrysler Corp.	38,300	34⅞	33	33⅞	—1¼
108	93	8	do pf	500	100¾	100½	100½	—½
13	9⅞	.80	Continental Motors	4,000	11	10½	11	+¼
47¼	21¼	....	Dodge Bros. A	67,800	23⅞	22½	22½	—1¼
90	79½	7	Dodge Bros. pf	1,900	82	81⅛	81¾	—¼
32¾	23⅞	3	Eaton Axle & Spring	4,600	24⅞	24	24½	—⅝
82¼	61¾	6.50	Electric Auto-Lite	100	67	67	67	+3
94⅛	71⅛	6	Electric Stor. Battery	4,200	86	83⅛	83⅝	—1⅞
34⅝	24⅞	.80	Federal Motors	3,300	25	23	24	—2⅝
26¼	14¼	....	Fisk Rubber	3,800	16	15⅜	15⅜	—⅝
84¼	76⅞	7	do 1st pf	200	78	77½	77½	—¼
42	29	5	Gabriel Snubber	900	34	33	33¼	—1
9¾	5½	....	Gardner Motor	200	6½	6¼	6½	+½
225¾	113½	16	General Motors	234,900	154¼	148½	149½	—4½
120¾	113½	7	do 7s pf	200	119	118¾	119	—¼
25¾	15⅝	2	Glidden Co.	2,800	19½	19	19⅛	—¼
70¾	45½	4	Goodrich Co.	1,500	48	46⅝	47⅛	—1
109⅞	98½	7	Goodyear T. & R. pf	1,500	109¼	106½	107⅛	—1⅛
46	24	3.25	Hayes Wheel	800	24½	24	24	—½
123¼	49¼	3.50	Hudson Motor Car	74,100	50½	46¼	47⅝	—4
28¾	17	1.40	Hupp Motor Car	3,200	21¼	20½	20½	—¾
21¾	13½	1	Intercon. Rubber	200	14¾	14¼	14¼	—⅝
66	16½	....	Jordan Motor Car	4,400	17	16½	16¾	—1⅛
21½	9	....	Kelly-Springfield	700	10	9¾	9¾	+⅛
2⅛	½	....	Keystone T. & R.	100	½	½	½	—⅛
159	95	6	Mack Trucks	81,400	96¼	92¼	93¼	—2
108¾	104	7	do 2d pf	100	103½	103½	103½	+¼
23	17	2	Martin Parry	100	20	20	20	....
44¾	30	2	Miller Rubber	600	33⅞	33	33	—⅜
37⅝	13¼	1.50	Moon Motors	5,400	13⅝	12⅛	13	—1⅛
53⅝	33¾	3.60	Moto Meter A	300	38¼	36	36	—2
19¾	11	....	Mullins Body	100	11¼	11¼	11¼	—1½
15⅞	3	....	Murray Body	500	7¾	7¾	7¾	—¼
66	52	3.50	Nash Motors	6,300	58½	57¾	58	—⅜
15⅛	5	....	Norwalk T. & R.	200	5	4⅝	5	....
22¼	12⅝	....	Omnibus Corp.	600	13⅛	12¾	12¾	—⅝
45¼	31¾	2.90	Packard Motor Car	7,500	33⅞	32⅞	33	—⅞
28½	13⅜	1.80	Paige-Detroit Motor	2,700	14	13¼	13½	—½
43⅛	19	....	Pierce-Arrow	11,100	23	20½	21⅜	—1⅜
127¼	76½	8	do pf	700	111⅞	110	110	—2
10¾	5½	....	Reynolds Spring	500	7	6¾	6⅞	—⅛
31¾	18¾	....	Spicer Mfg. Co.	800	22	21	21	—1¼
92⅞	61¼	6	Stewart-Warner Speed.	8,600	64¼	63	64¼	—½
62	47	5	Studebaker Co.	16,100	54	52⅝	53⅜	—1⅜
74¼	44⅞	4.75	Timken Roller Bear.	17,400	71½	69¼	69½	—2⅝
88¼	50¼	....	U. S. Rubber	8,600	54½	53	53¼	—1½
90	51⅛	4	White Motors	6,100	56¼	53⅞	54	—1⅞
34	18	....	Willys-Overland	29,200	19½	18½	18⅝	—1
99	89½	7	do pf	200	89½	89	89	—½
39⅝	20	.75	Yellow T. & C.	18,800	31¾	30¾	31	—1¼
107½	91½	7	do pf	200	102	102	102	—2½

NEW YORK CURB MARKET

15⅝	11½	.55	C. G. Spring	200	11⅞	11¾	11¾	—¼
19	12	....	Doehler D. C.	500	18⅞	18⅝	18¾	....
14⅞	3½	....	Durant Motor	5,000	10½	10	10	—¾
10¼	3½	....	Fageol Motor Co.	700	4	4	4	....
455	403	10	Ford Motor of Canada	10	407	407	407	—1
40	28	....	Goodyear Tire	2,500	33	31½	31½	—1
165	130	3	Johns-Manville	25	143¼	143¼	143¼	....
50⅝	48½	....	Marmon Motor Corp.	200	48½	48½	48½	—½
25⅜	19¼	1.50	Reo Motors	100	19⅝	19⅝	19⅝	....
11⅝	4	....	Republic Motors ctfs.	100	4⅜	4⅜	4⅜	—⅛
9½	1⅝	....	Rickenbacker Motors	1,100	2⅝	2⅜	2½	—¼
37¾	16⅛	....	Stutz Motors	500	18¾	17½	17½	—1¼
29	16	....	U. S. L. & H.	200	29	29	29	+¼
17⅝	9	....	Yellow Taxi N. Y.	500	12	12	12	—⅛

CHICAGO

Sales.		High.	Low.	Last.
6700	Auburn Auto	61¾	57½	57½
325	Bendix Corp	36	35½	36
3300	Borg & Beck	53	50⅞	51¼
100	Cont Motor	10⅝	10⅝	10⅝
520	Evans	31¼	30¾	31
650	do B	27½	26½	26⅝
55	Hupp Motor	20⅝	20⅝	20⅝
100	Omnibus	13½	13½	13½
50	Pines Winterfr	58	58	58
550	Stewart Warner	64	63	63¾
50	Vesta Battery	24½	24½	24½
1700	Yel Truck, B.	32	30½	30¾
360	Yellow Taxi	46½	46¼	46½

CLEVELAND

	Bid.	Asked.
Firestone	112	..
do 6% pf	100	..
do 7% pf	97	..
Peerless	29½	30
Sherwin Wms	41	43

DETROIT

Sales.		High.	Low.	Last.
400	C G Spring	12	11⅝	11⅝
900	Edmund Jones	30	30	30
625	Fed Motors	26	24⅝	24⅝
1326	Packard	33¾	33	33½
100	Peerless	31¼	31¼	31¼
650	Reo	19⅝	19⅝	19⅝
400	Timken Axle	11⅝	11⅝	11⅝

(The above tables show the automotive stock movement for Friday.)

Rubber Continues Its Upward Climb

New York, Oct. 16. — Rubber climbed to higher levels in all markets yesterday, gaining on the active months in the exchange and outside markets, although both price lists appeared to be artificially sustained by the buying operations of one large dealer.

Spot rubber moved up to 43 cents and October delivery, which has been selling at a considerable discount under actual spot, was unobtainable below 42⅞ cents outside, late in the day, after having sold earlier at 42⅝ cents. About 100-odd tons were sold, chiefly October and December delivery, while the turnover on the exchange was 265 tons, less than half of the previous days' tonnage.

RUBBER EXCHANGE OF NEW YORK

	High	Low	Close	Prev. close
September	42.90	42.70	42.90	42.60
October	42.40	42.10	42.60	42.20
November	43.20	43.20	43.20	42.80
December	43.70	43.30	43.70	43.20
January	43.90	43.70	43.80	43.40
March	44.40	44.10	44.40	44.00
May	44.70	44.40	44.60	44.40

Other months closed: February, 44.10; April, 44.50; June, 44.80; July, 45.00; August, 45.20; September, 45.40. Spots were quoted at 43.00 nominal.

OUTSIDE CLOSING PRICES

	Bid	Asked
Plantations—		
Ribbed smoked sheets, spot	..	43
October	..	42⅞
November	..	43½
December	..	43¾
January-March	..	44½
First latex crepe	..	43⅛
Clean, thin, brown crepe	..	40½
Light, clean crepe	..	40¾
Specky brown crepe	..	39¼
No. 2 amber	..	40¾
No. 3 amber	..	40¼
No. 4 amber	..	41
Roll brown	..	37¼
Paras—		
Caucho Ball—Upper	28	28½
Cameta	21	23½
Up-river, fine, spot	38	38½
do coarse	28	28½
Island, fine	33	34
Guayule, washed and dried	29	33½
Balata—Block, Ciudad	47	48
Panama	40	41
Sheet	74	75

SCRAP RUBBER

(Dealers for delivery consumers.)

Boots and shoes	2 a 2⅛
Arctics, trimmed	1¼a 1⅜
Arctics, untrimmed	1 a 1⅛
Inner tubes, No. 1	8⅝a 9
Inner tubes No. 2	7 a 7¼
Inner tubes, No. 2 red	6½a 6⅝
Hose, steam and garden, ton, delivered	15.00a17.00
Hose, air brake, ton	25.00a27.00
Tire, automobile, white, ton	45.00a47.50
Mixed auto tires	24.00a24.50

CHICAGO PNEUMATIC EARNINGS SHOW GAIN

Chicago, Oct. 16.—The Chicago Pneumatic Tool Company and subsidiaries, for nine months ended September 30, 1926, report net profit of $718,405, after depreciation, federal taxes and interest, equivalent to $6.82 a share earned on $10,541,200 capital stock. This compares with $460,609, or $4.44 a share, on $10,363,600 capital stock outstanding in same period of 1925.

Net profit for September quarter was $271,117 on above basis, equal to $2.57 a share, comparing with $248,141, or $2.35 a share in preceding quarter and $144,052, or $1.38 a share, in September quarter of 1925.

COURT AUTHORIZES MURRAY BODY SALE

Detroit, Oct. 16.—The Murray Body reorganization committee has asked Federal Court to authorize sale of the property in its entirety. Master in Chancery has set October 25 for a hearing.

GENERAL TIRE DIVIDEND

Akron, Oct. 16. — The General Tire and Rubber Company has declared the regular quarterly dividend of 50 cents on the common stock, payable November 1 to holders of record October 20.

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Automotive Daily News

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